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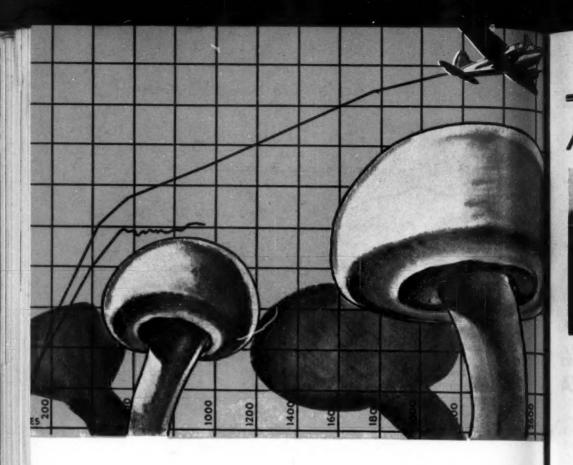
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MARCH 1945

FEATURES

Evolution of a Class Four Airport	
Consolidated Vultee Triumphs PAA orders new 204-passenger transoceanic plane	12
Relationship of the Airport to the Post Office By OLIVER L. PARKS	10
The Air Freedoms and the Americas By Stokeley W. Morgan	18
Airports and Problems	36

NEWS

165 New Airports for New England 28	Stratoliners With B-17 Wings 40
Airlines Seeking Routes to Orient 32	Boston Airport Development 41
Farmers' Use of Transport Planes 34	Col. Cone Bids U. S. Keep Air Lead . 42
Factual Items on Airport Zoning 38	New Mexican Airports 43
Michigan Airport S	urvey 45

DEPARTMENTS

News and Views	26	Air Commerce	44
Airdom	30	It's an Air World	46
By Richard Malkin		By L. A. Goldsmith	
Airportation News	32	A. T. Congratulates	49
Short Take-Offs			

THE COVER—Beyond the nose of the plane stretches a wide expanse of airport green. America's communities are swiftly becoming conscious of the tremendous assets of a municipal airport, and the postwar era will tell the tale of real progress. This photograph was supplied by O. M. Scott & Sons Company, Marysville, Ohio.

JOHN F. BUDD, Editor and Publisher

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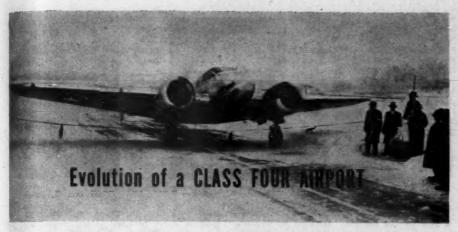


MAGNITUDE

This is not a snowdrift. This great pile is composed entirely of machined chips of high-strength aluminum alloy. ¶ These chips are produced by the machining operations on the A-26 Invader wing spar caps, fabricated into complete wing assemblies by Beechcraft. ¶ The magnitude of the production job assumed by Beechcraft on the A-26 Invader program is symbolized by the fact that it takes a bulldozer to sweep up the chips from the machining operations on only eight parts of the thousands incorporated into the A-26 Invader wings.

Beech Aircraft

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NEW WRINKLE IN RIBBON-CUTTING—A blizzard raged the day the Westchester County Airport was officially opened, but the scheduled dedication went on just as planned. Here a two-motored Army plane is shown taxiing into a ribbon stretched across the runway and knifing through it with both propellers. Various officials look on at the streamlined ceremony.

Airports don't just grow like Topsy. For one thing, there is public opinion to combat. Furrowed brows and perspiration are a-plenty. In the case of Westchester County, New York, the war took a sudden and unexpected hand. The result? Well, read for yourself.

By DE WITT RHODES

A GROUP of officials, their overcoat collars up to shield them from the driving snow, were ranged along a white-blanketed runway as a twin-motored Army plane taxied through the blizzard toward a swinging ribbon. There was that last gripping moment of anticipation, and then a cheer burst from the men as the whirring propellers slashed through the tape strung across the width of the runway.

Thus, on February 13, 1945, was dedicated and opened a major new flying field—the Westchester County Airport—26 airline miles from Times Square and 23 miles from

Greetings poured in. Deputy Administrator of the Civil Aeronautics Authority Charles I. Stanton, who had been prevented from appearing at the dedication when bad weather rounded him at Washington, predicted during a press conference that soon after the war the Westchester County Airport would have scheduled flights to Boston, Washington, Cleveland, Pittsburgh, "and other points in the vicinity to which there is a large amount of travel."

LaGuardia Field.

Governor Thomas E. Dewey wired his own personal congratulations to Westchester County Executive Herbert C. Gerlach. At the dedication luncheon in the Westchester County Club, Edward C. Rowe, president of the North

American Airport Corporation which now holds a contract granting it a concession to operate the field, revealed that the construction of temporary hangars will begin "just as quickly as weather and war conditions permit." Next would come the administration building—"one of the outstanding buildings of its type in the country." And as for the airport itself:

"We want it to be a stop for major airliners. We want to provide a shuttle service from LaGuardia and Idlewild so that Westchesterbound travelers can get home in a fraction of the time it now takes. We also plan to make available planes for charter service to any point on the continent, or in the world."



Richard K. Benson



Herbert C. Gerlach



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Edward C. Rowe

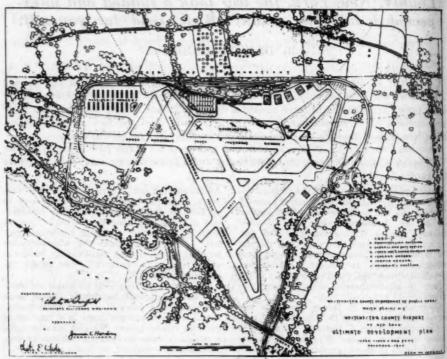
The establishment of an aeronautical college is also on the horizon. Richard K. Benson, general manager of the Westchester County Airport Corporation, is a former test pilot and flying school operator. It is interesting to note that Westchester is one of the wealthiest areas in the United States.

An examination of the history of this airport is in itself a lesson in the development of an air-mindedness, which, though hesitant and exploratory in the beginning, has, through experience and surrounding circumstance, reached full maturity.

Westchester County, northern neighbor of

New York City, extending eastward from the Hudson River to Long Island Sound and to Connecticut, has an area of 457 square miles. With a population of 573,558, the assessed valuation of the county's 46 cities, towns, and villages is \$1,585,000,000. Although there are some industries in Westchester, the county is residential in character.

It was way back in the depression days of 1935 that an emergency landing field was built with WPA funds. Not used to any great extent, the field was later abandoned. What ensued was, with very few exceptions typical of the rest of the country. Popular aviation



PAGE 8—AIR TRANSPORTATION—Air Commerce

interest lagged. The tremendous potentialities of the airplane had not as yet crystallized in the minds of the people (nor, for that matter, in the minds of many legislators). Consequently, when some hardy progressives dared mention the advantages of an airport, even going as far as to search for a likely site, the heat was put on them from two directions: property owners in lands adjacent to the proposed site, and the then "normal" indifference of the general public,

In the year before Pearl Harbor the CAA offered to provide the sum of \$660,000 for the construction of an airfield if the county would make available land; but there were all sorts of delays on the part of the county, and the day after the Japs rained treacherous death upon our big Hawaiian naval base the offer

was withdrawn.

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This time the exigencies of war intervened. New York City was in danger of being bombed. The Japs had demonstrated their power; the German Luftwaffe was an even more potent force. And so, two days after the CAA withdrew the offer of a grant, Government officers contacted the administration in Westchester and requested that a site be secured for the purpose of establishing an interceptor base for the protection of New York City.

Three hundred thousand dollars for the purchase of the necessary land were authorized by the Board of Supervisors. Upon this sum were heaped more than \$3,500,000 in expenditures by the Federal Government for the grading of the newly purchased field and the construction of runways and appurtenances.

Construction work lasted a year-and-a-half, ending in the Fall of 1943. During this time our air services were not idle. Army and Navy planes took off from the field on their appointed rounds; pilot training for the Army Transport Command was another feature. In addition, certain war plants finding need for air transportation used the field.

James C. Harding, Westchester County's Commissioner of Public Yorks, in his article published in Public Works Magazine, stated:

"Our Westchester officials expected that the airport would be turned over to the county at the close of the war complete and ready to operate with hangars, control tower and other facilities. It was, therefore, something of a shock to them when advised in the latter part of 1943 that changed conditions indicated that neither the Army nor the Navy would make any considerable use of the field and that it would be necessary for us with our own funds to complete the airport and place it in operation. Under the law, unless required by the military, the CAA is not permitted to do anything more than the grading, paving, draining and lighting of the field. Buildings, access roads, and other needed facilities must be provided by the owner.

"The contract with the CAA under the terms of which the airport was built, covered a period of 20 years. We therefore had to operate the field as a public airport for the remaining 18 years whether or not such operation might be profitable or even desirable. A number of Westchester people believed this operation would prove burdensome. Many expressed opinions were that if the airport were not necessary for national defense it should be turned into a real estate development, a public park, a race track, or some other usage not connected with aviation. Members of our county government viewed with concern the prospect of a sizable airport being turned over to them partially complete and requiring a large appropriation for buildings, power lines, water lines and other facilities. They knew that public opinion would be against any large bond issue to complete the airport."

And so County Executive Gerlach did the only legical thing under the circumstances; he instructed Harding to get busy and learn something about airport operation.

something about airport operation.

As the Public Works Commissioner termed it, his department "started from scratch"— and this means the absolute beginning. A local architect and an engineer were assigned to make a special study of airport design, with the exception of runways and taxiways. Text-

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WESTCHESTER'S PLANNED ADMINISTRATION BUILDING—This is what the new Class Four airport's administration building will look like after it has been erected. According to the terms of the contract with Westchester County, the North American Airport Corporation will spend nearly a million dollars for the construction of this building as well as for hangars, aprons, control tower, gasoline filling stations, etc.

books, aviation magazines, and visits to other fields supplied much valuable information. The CAA pitched in, giving a ready hand; the New-York State Postwar Planning Commission came through with \$6,000—a sum matched by the county—for designing a plan of the hangar area and the various buildings.

In the course of these hectic months there cropped up a disturbing question. What percentage of the planned services would be utilized by the private flier, and what percent-

age by the commercial operator?

It was for two important reasons that the county turned to advertising for bids from private airport operators: a large part of the population felt that since the airport was now a commercial venture, it belonged in the field of private enterprise; and few municipal airports were self-supporting.

There was some real fingernail-biting between the time the request for the bids was advertised and the actual receipt of these bids. Discouraging sentiment had been voiced by flying school operators and airlines. Then came four bids, representing Henry W. Mallinckrodt, John A. Gillies, Jr., Socony-Vacuum, and the North American Airport Corporation.

Tongue in cheek, Harding wrote of this:
"Our troubles were not quite over, however, because we immediately ascertained that all the bidders agreed on only one thing and that

was their particular bid was the best for the county and they also managed to get a few of the county fathers thinking that same way. After several weeks of conferences and an honest effort to add to the paper shortage we awarded the concession agreement to the North American Airport Corporation."

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According to the terms of the contract—it is for 15 years after final Victory Day—West-chester is to fence the property, do the rough grading for the hangar area, build a number of storm sewers, sewers, a sewage treatment plant, water lines, power lines, parking area, and an access road. The county will also supervise the structural maintenance of pavements and drains for the life of the contract.

On the other hand, North American has signed to spend nearly a million dollars for the construction of an administration building, three large hangars, several multiple unit hangars, gasoline filling stations, aprons, control tower, etc.—and maintain them, too.

To get to the core, Westchester expects to get seven-and-a-half percent of gross receipts from the sale of airline tickets, charter tickets, and gasoline to commercial airlines. A Class Four field with three runways, lengths ranging from 4,450 feet to 5,000 feet, plus 8,900 lineal feet of concrete taxiways, may well be expected to bring results.



OFFICIAL U. S. A. A. F. PHOTOGRAPH, INDIA-CHINA DIVISION, AIR TRANSPORT COMMAND

Teaching Natives New Tricks

This sergeant's job in India is to secure cargo in Army Transport planes. He uses Evans Sky Loader equipment, which is so simple in operation that he easily teaches its application to inexperienced natives.

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CONSOLIDATED VULTEE TRIUMPH

One such plane can move as much freight in nine days between San Francisco and New York as a freight engine with about 30 box cars.



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Consolidated Vultee Comes Through With The World's Largest—— A 204-Passenger Airplane

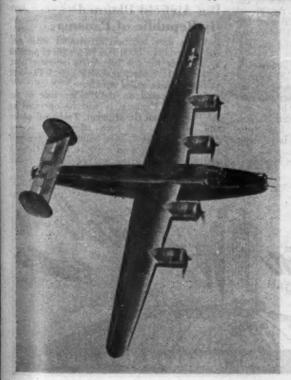
PAA Orders the Model 37, Stating That This Craft Will Bring Fare Reductions

ACCOMMODATIONS for 204 passengers . . . 50,000-pound payload . . . overall size equal to the height of a 21-story building . . . wing span more than twice that of the Liberator B-24 . . . six pusher-type propellers, each two stories high . . . cruising speed between 310 and 342 miles an hour . . . weight a mere 320,000 pounds. That's Consolidated Vultee's new Model 37 transocean plane!

At the same time it has been revealed that Pan American World Airways has signed on the dotted line for a fleet of the new air giants. According to Harry Woodhead, president of Consolidated Vultee, as many as 15 of the Model 37s are under order.

Twice the size of the present standard twinengined commercial aircraft, it is understood to be as great as that of the *Brabazon* type of aircraft designed for postwar use by the British Overseas Airways Corporation. Cruising range of the plane is reported to be 4,200 miles.

Flight time from New York to London will be slightly more than nine hours. Other schedules will be proportionately fast. Pan American engineers cooperated with Consolidated Vultee in the development of the Model



ITS WINGS DWARFED—This is the famous Liberator B-24 whose wing span is less than half that of Consolidated Vultee's Model 37. Two such bombers standing side by side, with 10 feet between wing tips, equal the span of the future transoceanic Clipper.

37. A full-scale model is complete with over 90 percent of the initial engineering finished. Production, of course, cannot be started until wartime restrictions have been lifted by official order.

The plane will be completely double-deck. Nine staterooms accommodating two persons each and 12 berths will be provided in one section. Luxurious passenger facilities, complete with two lounges and a number of rest rooms, have been designed to take full advantage of the large deck space made possible by the plane's enormous size. Interiors of great variety and beauty have been created by Henry Dreyfuss, industrial designer, in consultation with Consolidated Vultee. Accommodations will include separate quarters for the operating crew. Stewards, stewardesses, and galley attendants will be carried.

Despite the plane's huge size, a single pilot will be able to handle it in the air. Wing and empennage leading edges will be protected against formation of ice by a thermal anti-icing system developed by company engineers for the Catalina and Liberator bombers. The weight and size of the new ships have been taken into account in designing several of the great modern airports such as Idlewild at New York.

From PAA has come the prediction that "unprecedented low fares" will be one of the results of transocean flights with the Model 37. The big airline stated that Chicago, Detroit, Baltimore, and Boston would be drawn into the terminal orbit now centered in New York.

It was pointed out that the new 204-passenger sky giants, operating at but 50 percent capacity, would carry 150,106 passengers between Honolulu and California—over 300 percent the maximum number carried by sea and air combined in any year before Pearl Harbor.

Consolidated Vultee engineers have presented a rather interesting array of facts about their Gargantuan infant:

There are approximately 25 miles of wire in one airplane.

The electrical system is equivalent to that used by a town of 500 people.

The footprint of one main tire is approximately 10 square feet during the landing in pact.

The fuel required to fill the tanks is more than the average motorist would use in 20 years.

The rate of fuel consumption at taked would be faster than man could bail fuel of a barrel with a ten quart pail.

The blueprints that will be used to build this airplane would cover a 16-acre field,

The wing tips may be flexed about six feat in a gust or during certain maneuvers. The heating facilities are sufficient to heat

a 40-room apartment house.

One airplane can move as much freight in nine days between San Francisco and New York as a freight engine with about 30 has cars.

The portion of the fuselage ahead of the wing is two feet longer than a Catalina and only two feet shorter than a B-24.

The main landing gear tire is approximately one foot greater in height than the average ceiling in a home.

A family automobile can be driven under the fuselage with ample clearance.

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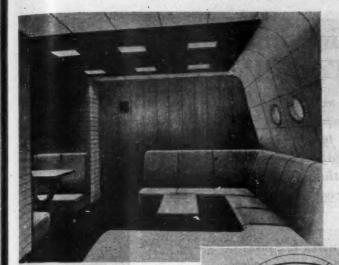
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Big Airfield Planned By Republic of Panama

A big new commercial airfield with ranways more than 7,000 feet in length is planned by Panama for the immediate postwar days, according to reports reaching here. The field would be three miles square.

To be located on the Pacific side of the Republic of Panama, it will be operated by the Panamanian Government. Technical advice and assistance has been offered by several American airlines, it is said. The reported step is being taken in order to retain through air traffic, from Miami or New Orleans to the Pacific Coast of South America.





FLOATING LOUNGE—
Two hundred and four passengers will not find it boring aboard the huge Consolidated Vultee plane. This is typical of the accommodations throughout the ship. The sketch has lost none of the effect of the deep upholstery, soft carpets, and fine wood paneling.

CUTAWAY VIEW—The artist's sketch shows the interior arrangements of the 204-passenger transport built by Consolidated Vultee and now on order by Pan American. The upper deck is divided into two passenger sections with a spacious lounge, rest rooms, and pantry separating them. The lower deck contains staterooms. Radio-equipped reclining seats, individual reading lights, and adjustable head rests are among the features. Interiors were created by Henry Dreyfuss.

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REST ROOM—Luxurious as a palace, this is one of the numerous rest rooms on the Model 37. Note the large mirrors and the lighting arrangements. The accent is an comfort.

Relationship of the Airport To the Post Office

Finer first class mail service. A new industry-local air transport. Boost in employment. The author, an aviation highlight in his own right, envisions all these in his proposal to establish airports in proximity to the municipal post offices. Some good, easy reading that leaves you with a thought.

By OLIVER L. PARKS President, Parks Air College, East St. Louis, Illinois

UCH thought and study have been given during the last 12 months to airpark, or small airport, requirements-particularly in the groups A-1 and A-2. And, thanks to the educational policies of our various national publications, the public is getting a clear picture of the need for this type of airpark and what it is going to mean to the development of postwar business and employment and the further development of aviation.

Very little thought has been given to the facilities necessary in order for trunk airlines and for local, or feeder, airline service to be in a position to carry all first class mail by air and to render a real service in so doing.

In order to make air mail a real utility and of real value to the citizens, it will be necessary to have airports at the main post offices in all of our large metropolitan areas, par-ticularly in all of our cities of 250,000 population or above.

In most instances, and probably in every case, this will require an elevated landing area and an elevated terminal, at a cost ranging from five to 10 million dollars each.

Our studies have indicated that with the specifications set up by the Technical Committee of the Feeder Airline Association, elevated runways 250 feet in width and 2,000 to 2.700 feet in length should be constructed at 90-degree angles; and that, depending on a number of factors, either return taxi strips should be constructed on the same level or high-speed elevators should be constructed at each end of each runway, with a third taxi deck underneath to a central elevated runway capable of handling some six to 12 ships simultaneously for loading and unloading.

Certainly, great improvement will have to he obtained in the loading and unloading at terminal points of our transport system, but our studies have indicated that this should be accomplished at a main terminal in not to exceed 10 minutes.

Also, the downtown terminal at the main metropolitan post offices would accommodate incoming passengers. Such a type of ship will be used to meet all the incoming and outgoing trunk airline systems from the manicipal airport anywhere from five to 15 miles from the downtown post office, and also would immediately bring the mail and passengers. inbound and outbound, so that facilities would have to be adequate for handling all the regu-

lar airline sections, in and outbound.

In other words, the elevated landing field would have to be designed to handle a landing and take-off, under zero-zero conditions, every 30 seconds.

Obviously, any equipment used would have to be equipped with all the most up-to-date aids to navigation, including radar. These landing decks would be anywhere from 80 to 150 feet above the ground level, in most cases above the railroad yards. Garage facilities should be a part of the structure, so that passengers leaving for a matter of a week would be able to store their automobiles and pick them up when they return.

There would be air tubes to take care of the mail from the post office, which would be very close. In many instances the main post office is adjacent to the main railroad (Continued on Page 24)



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DAYS AND DOLLARS! Save both by Air Express. Hundreds of companies are constantly saving thousands of dollars by gaining days enroute for emergency shipments. True, war traffic comes first, but with more planes being put into Airline service, more space is available for important goods.

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THE AIR FREEDOMS AND THE AMERICAS

The recent International Civil Air Conference at Chicago was a major forward-step for each of the 51 nations involved. Here is a lucid approach to the Air Freedoms, and how they affect the United States and the other nations. What about our neighbors south of the Rio Grande? The author has warm praise for their eager spirit of cooperation. But the real meat is in the article.

By STOKELEY W. MORGAN
Chief, Aviation Division, Department of State

THE International Civil Aviation Conference which met in Chicago last November was called primarily for the purpose of making arrangements which would allow international air ines to get into operation as soon as military considerations permit, thus enabling commercial air transport to perform without delay its proper function of providing rapid communication between nations and peoples, to renew world trade and commerce after the long stagnation caused by the war. (See issues of November and December, 1944.)

The task was a formidable one because the situation confronting the air transport industry after the war will be totally different from that in 1939, and because the international machinery which served then would be totally inadequate to meet the new conditions. Especially needed was a new international agreement governing air navigation and air transport to replace the out-of-date Paris and Havana Agreements of 1919 and 1929; a new set of technical standards to reflect the gigantic strides which have been made in aviation practice and technique during recent years; and some form of provisional interim arrangements to serve until a new agreement and new standards could be worked out and adopted by all the nations. The conference was seeking a means to start flying the minute the green light replaces the red on the commercial airways of the world.

During the conference a group of nations led by Canada and Great Britain stressed the desirability of strict regulation, envisaging a sort of international Civil Aeronautics Authority. Their desire for such control was motivated in part by a fear that without it international services would be put into operation greatly exceeding the actual traffic demands; and that such services, tied as they would be to national political interests and national prestige, must inevitably seek Government support, with resulting subsidy races and rate wars.

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Perhaps even more influential on their thinking was the fear lest without some form of international control over routes, rates, and schedules the United States with its undisputed leadership in the field of air transport and with what comes close to being a monopoly of long-range transport planes, would so monopolize the world air transport of the immediate future that other nations when ready to enter the competitive race would find themselves out-distanced, the field pre-empted, and no room left for a newcomer. There was also in some quarters a very apparent desire to offset American skill and efficiency by arbitrary restriction which would

give an artificial equality; a desire to put handicap weight on the American entry, so to speak. It is noteworthy that the leading maritime nations had never proposed this form of international control for their merchant ship-

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The American delegation opposed the establishment of any international authority with arbitrary regulatory powers in the economic field. They recognized the need for some form of control which would prevent vast numbers of empty or partly empty planes from flying a multiplicity of air routes, supported by Government subsidy and operated for reasons of policy rather than business. They felt, however, that the formation of such a regulatory body at this time would be premature since it must work largely without experience in a new field. Pending the time when world organization in many fields will have become increasingly effective, the American delegation took the position that an international civil aviation council acting as a purely technical study group and in an advisory or consultive capacity would be a valuable instrument for solving many of the problems confronting international aviation; and such a council was proposed by the conference. It is to be established first on a provisional basis, and later, if experience proves the soundness of the idea, as a permanent institution.

The Provisional International Civil Aviation Organization consists of an Assembly to meet once a year, to which all the nations represented at Chicago will belong; and a Council of 21 member states, elected by the Assembly every two years. The Council will formulate and recommend the adoption of technical standards and procedures, and will study, report and recommend on problems relating to air navigation and international air transport.

It is worthwhile to note the objectives of the new International Civil Aviation Organization. They are to:

- (a) Insure the safe and orderly growth of international civil aviation throughout the world;
- (b) Encourage the arts of aircraft design and operation for peaceful purposes;
- (c) Encourage the development of airways, airports and air navigation facilities for international civil aviation;
- (d) Meet the needs of the peoples of the world for safe, regular, efficient and economic air transport;
- (e) Prevent economic waste caused by unreasonable competition;

- (f) It sure that the rights of contracting States are fully respected and that every contracting State has a fair opportunity to operate international airlines;
- (g) Avoid discrimination between contracting States;
- (h) Promote safety of flight in international air navigation;
- (i) Promote generally the development of all aspects of international civil aeronautics.

In the technical field, 12 subcommittees of the conference labored to produce draft-technical annexes to the international agreement, which were accepted by the conference for further study by the Interim Council. The completeness with which the field was covered is shown by the titles of these annexes: Airways Systems; Communications Procedures and Systems; Rules of the Air; Air Traffic Control Practices; Standard Governing the Licensing of Operating and Mechanical Personnel; Log Book Requirements; Airworthiness Requirements for Civil Aircraft; Engaging in International Air Navigation; Aircraft Registration and Identification Marks; Meteorological Protection of International, Aeronautics; Aeronautical Maps and Charts; Customs Procedures and Manifests; Search and Rescue, and Investigation of Accidents.

The conference passed a resolution under which the signatory nations agreed to accept these practices as ones toward which the national practices of these nations should be directed as far and as rapidly as may prove practicable. In other words, it is hoped that the nations of the world will voluntarily adopt these technical standards and practices as their own laws and regulations prior to the time when they can, after further study and revision by the Interim Council, become part of fixed international law. Thus we may very shortly achieve the desirable end that aircraft flying in all parts of the world will comply with the same standards, follow the same procedures, give and resognize the same signals everywhere.

But it was not the most difficult problem of the conference to agree upon technical matters. As Mayor Fiorello H. LaGuardia said on one occasion: "Everybody is against bad weather." Nor was it sufficient to agree upon modern revised principles governing air navigation between nations and to set up an advisory council. All this had been done to a limited extent in Paris in 1919. The problem of getting the transport planes into the air and providing for air commerce between the nations was still unsolved. This problem has been side-stepped by both the Paris and Havana Conventions, which speci-

fied that matters relating to international air transport should be arranged between the nations by direct agreement. The result had been thoroughly unsatisfactory. Every air transport line necessitated a series of bargains, one with each nation through which it passed. A nation holding a strategic geographic position on the route was in a position to exercise hold-up tactics and in many cases did so. Special deals were worked out by which one nation or its aircraft were favored at the expense of others, exclusive rights were granted and paid for, discrimination was the rule rather than the exception.

The American Doctrine

At the beginning of the conference, the American delegation announced the American doctrine that aircraft should be permitted to go wherever there was a legitimate traffic need, provided only that they should fly reasonably full, a 65 percent load factor being suggested as a reasonable utilization. Schedules, however, should be increased as rapidly as needed, specifically when planes were operating at more han 65 percent of capacity. Airlines should be free to fly such types of aircraft and such frequencies as sound business judgment should dictate, and there should be no discriminatory practices favoring the air-craft of one nation operating in a given country over the aircraft of another.

The Canadian Delegation was responsible for suggesting what later came to be called the doctrine of the "freedoms." They sug-gested that the nations should grant each to the others the following freedoms of the air with respect to scheduled international air services: The privilege to fly across its terri-tory without landing; the privilege to land for non-traffic purposes; the privilege to put down passengers, mail and cargo taken on in the territory of the State whose nationality the aircraft possesses; and the privilege to take on passengers, mail and cargo destined for the territory of the State whose nationality

the aircraft possesses.

This, as can readily be seen, contains one serious omission. It makes no provision for intermediate, so-called "pick-up" traffic. An airline operating a long route under this Canadian formula would fly with a constantly growing number of empty seats. For exam-ple, a plane from New York to Cairo, via London, Paris, Geneva, and Rome would drop off at each city the passengers booked to that point, and take on none, thus probably arriving at Cairo with perhaps two or three seats occupied. Between New York and Buenos Aires, for instance, only 15 per cent of the traffic is "through traffic," and we should be able to operate only about one plane a week on that trade route. Such a restriction would strangle the lines of every country except those operated for political reasons with heavy government subsidies.

Nevertheless, this formula was strenuously supported to the last by a number of nations, their reason being that if planes, specifically American planes, were permitted to pick up traffic as they went along and operate all frequencies necessary to accommodate that traffic, local airlines would be stifled in development, the through lines would take it all.

The American viewpoint, supported with equal vigor by a number of other nations, was that in the postwar world there would be plenty of room for all, it was not our intention to use through lines to monopolize local traffic. Furthermore, to show that it was not our intention to do so, Dr. Adolph A. Berle, chief of the American delegation and president of the conference, expressly stated that this Government is prepared to make available civil air transport planes when they can be released from military service, to those countries which recognize as we do the right of each nation to maintain friendly intercourse with others. However, through lines could not live or develop on terminal traffic alone as provided under the Canadian for

In effect, the formula of the four freedoms alone might well have stopped American operations at the western gateways of Europe, and on the South American routes might have made it impossible to operate on a business basis beyond Trinidad on the East Coast and perhaps Guayaquil on the West.

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Therefore, the American Delegation proposed what was designated the fifth freedom: The privilege to take on passengers, mail and cargo destined for the territory of any other contracting State and the privilege to put down passengers, mail and cargo coming from any such territory.

Through Services Only

It should be observed that in this proposed mutual grant of Freedoms Three, Four and Five, they are only to apply to through services on a reasonably direct route out from and back to the homeland of the State whose nationality the aircraft possesses. The granting of these freedoms does not in any way alter the fact that each State exercises complete and exclusive sovereignty over the air space above its territory. Furthermore, each nation retains the right to reserve for its own carrier traffic between points within its own territory, so-called "cabotage."

Debate concentrated to a large extent on the so-called Fifth Freedom. The Latin American nations in general took the same position as the United States. They had experienced the advantage of having established international air transport serving their countries for Reduced Rates

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many years. While they were to some extent operators themselves and hoped in future to be operating on a larger scale, they were also users of the services of others and realized the benefits to be derived from free and unrestricted operations. They had been accustomed to grant what had now become known as the Fifth Freedom without reservation, and they realized from the traffic statistics of their own countries that long trunk-line operations were impossible without it. They supported the American delegation in full measure. The Scandinavian nations and the Netherlands likewise supported the American position.

In the end, since unanimity could not be achieved, it was decided that separate documents should be drafted by which the nations could grant and receive the Two Freedoms and the Four Freedoms, with or without the Fifth. To protect the nations which were fearful that development of their own regional services might be unduly handicapped, it was provided that any state could grant only the Four Freedoms and neither grant nor receive the Fifth.

Transit Rights Necessary

Some people will say the United States gives up more than it receives by such a grant. I do not think so. Under the system of bilateral agreements you may obtain commercial rights to operate and do business in a certain country and be wholly unable to get there. You must at least have transit rights in all the intervening countries.

For example, it does us no good to have commercial rights in continental Europe, Scandinavia and the Middle and Near East if we cannot cross the Atlantic. And to cross the Atlantic we must have transit rights granted by Canada, Newfoundland, and if possible Iceland, Bermuda and the Azores. In the present development of transport aircraft it is impossible to fly economically from United States to European territory non-stop. As the result of the agreement prepared at Chicago and submitted for signature by all nations, we are now reasonably sure of obtaining these transit rights. (The United States-Iceland air agreement became effective February 1—Editor.)

And what do we give up of bargaining value in return? One thing, the Hawaiian stop in the Pacific. By the reciprocal grant of transit rights to Canada and Great Britain, we make possible a Canadian line to Australia and a British line to the Far East via the Pacific. Well, transit rights in Canada for our transatlantic planes are more than a fair return for letting Canada get through to Australia; and while the British may ultimately run a line to the Far East via Hawaii, they are not dependent on that route; the logical way to

go from Great Britain to Australia and the Far East is from London eastward via the Mediterranean, the Near East and India. Transit rights in Newfoundland and Bermuda and the British Isles are worth far more to us than transit rights at Hawaii are worth to them.

One might ask: "But what good are these transit rights if no commercial rights go with them?"

No good at all if we have no commercial rights anywhere. Their value does indeed depend upon their use to us in reaching countries with which we exchange commercial rights. It is true that only 16 nations signed the Five Freedoms document at Chicago and all but four of them were Latin American nations with which we are already doing business However, that will not be the final score. For some time it will still be necessary to execute special agreements with the countries which while not ready to extend these commercial freedoms on a wide basis, are yet ready and willing to welcome American air carriers into their territory. The number is considerable, and in each case as a new nation is added to our list of customers, the right of access will exist based on the general grant of the two freedoms. The full picture and the benefits derived from the conference cannot be completely ascertained until these supplementary agreements have been concluded. What has been done is very considerable, and each further step will be a step in the right direction. There is still some anxiety and suspicion to be overcome, but once American carriers are in the air and the benefits to be derived from the services they are able to supply become apparent, and the fear that they will stifle local interests become allayed, the wider our services will spread and the more useful to ourselves and all the world our aviation will become.

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Showing the Way

The United States—as it should—has shown the way towards a sound, reasonable but not excessive freedom of the air. It has gone all out for that freedom which Grotius argued for and the advanced nations of two centuries ago fought for as the freedom of the seas, the right of every nation to communicate with every other nation and to build up its ties of commerce and culture by air as it has been able to do by water.

Against this we have only the views of what I believe is a small minority in this country who think that we should bargain at every step, ask all and give little, and proceed on a basis of strictly power politics. Their position merits careful consideration for it is no doubt sincere, and much will be heard along these lines in the near future. Their chief reason for advocating this course is a fear that our airline industry will be unable

to hold its own in competition with foreign operators coming to this country under the reciprocal grant of the so-called freedom which foreign nations grant to us.

The idea that American aviation must be protected against foreign competition by closing the doors to foreign operators while foreing them open for our own has, I am glad to say, little support among the people who hope and expect to operate our planes. The American delegation at Chicago was ably advised by a large group of technical consultants borrowed from the air transport industry. No step was taken without their advice; nothing was done without their okay. The documents setting up an interim aviation organization and offering the Two or the Five Freedoms to those nations which wished to make similar grants had the full approval of both the policy makers-representatives of the CAB, the CAA and the Department of State—and also of the consultants representing the War and Navy Departments, the airlines, and the manufacturers. It is to be hoped that the nation as a whole will approve and support their deci-

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We must not overlook the fact that if we wish to operate in the territory of foreign nations we must be willing to permit the aircraft of those nations to operate on a basis of reciprocity in United States territory. It is true that before the war American flag carriers operated a network through the Western Hemisphere without the carriers of those nations operating reciprocal services to this country under their own flag. But that was simply because they were not ready or desirous of instituting such operations. Those days are past. Indeed, as soon as American carriers were ready to fly the Atlantic early in 1939, reciprocal rights were demanded by England and France, and even then no nation which had permitted an American carrier to operate in its territory would admit that it was not entitled to reciprocal rights as soon as its carriers were ready to enjoy them.

The theory that by some form of shrewd bargaining we can obtain landing rights and rights of commercial entry for our carriers while denying them to the nations which grant them to us is unrealistic in the extreme. Nor would it be in our best interest or in the interest of the world in which we must live and work to have such principles prevail. Freedom of transit, freedom of commercial intercourse, unrestricted voyaging in furtherance of legitimate interests on the seas has been a fundamental American principle for centuries. Shall we now favor a return to the restricted principle of the closed sea and advocate a restricted air and a closed air commerce?

One very important provision of the interim agreement calls for the filing of all existing

and future international agreements on aviation matters with the Council, to be made available for public inspection. So ends the era of secrecy and so begins an era of open dealing.

Latin American Support

What will the effect of this conference be on the Americas? So far as our relations with Latin America are concerned, it served to show once more the community of interest between ourselves and our neighbors south of the Rio Grande, and our strength in international affairs when we stand together. The Latin American nations supported the American doctrine of freedom of intercourse and the right to develop air transport in the best interest of all.

Acting on their experience in the past, they showed every willingness to encourage American operations in their territory and no anxiety lest their own operators be forced out of business. They showed, as capable independent nations should, a confidence in their own ability to take their just and reasonable place in the modern aviation world.

They showed an eagerness to participate in the work of the new organization, through the Assembly and the Council, and to help solve the problems of the new era in aviation. Even before the conference ended they showed a fine spirit of cooperation and readiness to make sacrifices for the common good. When the votes were counted up which elected 20 members to the first Council, it was found that Latin America had seven seats to six for the Continent of Europe, and excluding India which had been a helpful and prominent participant in the conference, one of the leading candidates for a seat. Therefore, when Norway offered to cede her seat to India, which would have reduced European participation on the Council to five, Cuba immediately offered to yield its seat to India in place of Norway, thus redressing the balance to six seats for Latin America and six for Europe and providing a seat for India. I think great praise is due to the Cuban Delegation which, faced with the necessity for quick action and without the opportunity to consult with its government, did the gallant thing at the right time. By its quick action it enchanced the reputation of all the Latin American group and set an example to all the world.

The conference means for the Americas, North, Central and South, not forgetting our air-minded neighbor Canada, the chance to get going in air transport; it opens the door to opportunity to serve and be served, to put to practical commercial use the operational lessons that have been learned by millions of miles of military transport flying during the war. It means the flags of the American na-

tions can and should soon be seen in many lands, on their own aircraft; it means for the Americas that aviation is to be developed along the lines that are inherent in the political philosophy of these nations—equality of opportunity, rewards based on efficiency, not favor, without discrimination, without exclusion, above all on a basis of expansion to meet the needs of the many, not restriction to protect the interest of the few.

You will ask what this means for our cities, particularly the inland cities of this country. Will all the benefits accrue to the seaports which dispatched and received the bulk of our commerce by sea?

The answer is definitely no!

An internationally regulated air transport might have had such effect. Just as we should in all probability have been forced to stop at the western gateways of Europe and the eastern gateways of Asia, so foreign planes would probably have been stopped at our coastal and territorial frontiers. But the great advantage of aviation is that it utilizes an ocean of air which extends over both land and sea. It need not stop at the water's edge, or hesitate at mountain barriers. To do so is to deny its God-given right of universal entry.

So we should see the great airliners of the future taking off from many inland as well as coastal cities on direct routes to foreign cities all over the world. Similarly, the same cities will become acquainted with the flags of many nations emblazoned on their aircraft making voyages for peaceful commerce. If, as he been said, travel broadens us, travelers in our midst have the same effect. The impact of foreign contacts and the advantages that we derive therefrom hitherto enjoyed by only a few favored cities will be extended to and will be shared by many.

AIRPORT AND POST OFFICE

(Continued from Page 16)

terminal, which also further facilitates transportation connections.

Enough of our sons and relatives are flying

The Author

OLIVER L. PARKS, as president of Parks Air College, East St. Louis, Illinois, holds a unique position as a pioneer aviation educator. Once a flier himself, nevertheless Parks has veered away from the flying school idea in his educational training and education. His college's aeronautical engineering school, often referred to as the Harvard of the Air, is a recognized institution.

Working with General H. H. Arnold, Chief of the Army Air Forces, Mr. Parks played a major role in organizing and developing the system of Primary Flight Training Schools under which America's civil operations made such a noteworthy contribution to the rapid expansion of AAF personnel since 1939. He established the Alabama Institute of Aeronautics, Tuscaloosa, Alabama; Mississippi Institute of Aeronautics, Jackson, Mississippi: Missouri Institute of Aeronautics, Cape Institute of Aeronautics, Cape Girardeau, Missouri—and serves as president of these schools in addition to his presidency at Parks Air College.

Oliver L. Parks knows airparks and what they mean. In his 17 years of operation in the aviation world he has constructed 22 main and auxiliary flying fields. Last year he was the winner of the Fawcett Honor Award.

from flat-tops in the Navy to know that when ships are especially designed for that kind of operation, and where they are landing on 2,000-foot runways instead of 500 to 900 feet, there isn't any question but that it is absolutely sound.

Our nation has already spent \$800,000,000 principally for trunk airline terminals; and it is reasonable to assume that if, by the creation of these downtown terminals, we could develop a finer first class mail service for the majority of our citizens, plus a new industry local air transport, which new industry should give employment within the next eight years to as many as 100,000 of our returning servicemen, then I think the expenditure of somewhere in the neighborhood of \$350,000,000 by 37 municipalities, with the aid of the Federal Government, would be justified. There are 23 cities in the United States of 250,000 to 500.000 population; nine cities of 500.000 to 1,000,000 population; and five cities above 1,000,000 population.

Here is a real challenge to engineers and architects to design a highly efficient setup, and a very modest challenge to our leading aircraft manufacturers to produce the type of ship set up by the Feeder Airline Association.

Idlewild Airport Site Costs \$6,079,731

Completion of court proceedings "in record time" for all properties taken by New York City for the great Idlewild Airport in Queens was announced early this month.

early this month.

Filing of the last awards in Supreme Court at Jamaica, Long Island, showed that the project will involve an expenditure of \$6,079,731 for 4,074 acres embraced in a site being developed into one of the biggest airports in the world. About 500 acres more reclaimed from Jamaica Bay give a total of 4,574 acres.



In 68 foreign lands this "airmark" of global air transport was known YEARS BEFORE PEARL HARBOR.

To men, women and children the world around, it has come to be recognized instantly as the symbol of the flying Clippers—as the distinguishing mark of a pioneer in overseas air transport . . . America's Merchant Marine of the Air.

Today, the PAA symbol is at war. The planes which bear it and the men and women who wear it, are all engaged in essential war service . . . speeding essential passengers and *matériel*. So the PAA symbol is hastening Victory—hastening the day when it can become, once again, an international symbol for a world at peace.

PAN AMERICAN WORLD AIRWAYS The System of the Flying Clippers

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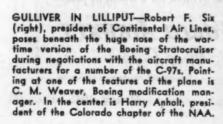


BAT WING ON TEST—Can the bat wing type of plane answer the need for longer range interceptors? Here is a McDonnel XP-67 undergoing a rigid Army test. It is powered with Continental supercharged engines and is armed with air .37 mm cannon.

NEWS and VIEWS



NEW ROUTE OPENED—Postmaster Vincent Burke of Washington, D. C. (center) does the honors with a pouch of high priority air mail as a PCA Capitaliser is on hand to make the first flight on the airline's new nonstop Detroit-Chicago route. Others in the picture are Chairman William P. McCracken of the Aviation Committee of the Washington Board of Trade and PCA Hostess Helen Coleman.

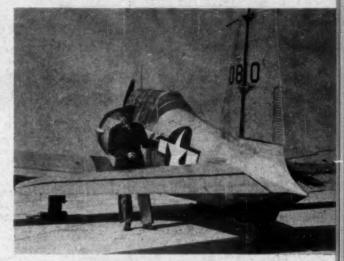






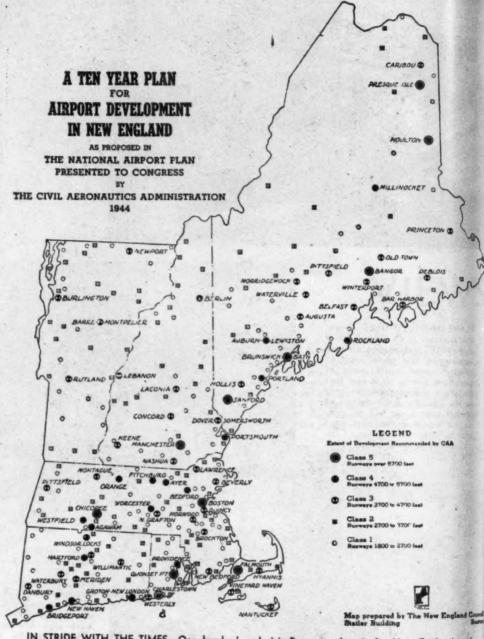
ON HAND FOR ANOTHER FIRST—Present
at the arrival in Mexico
City of the first allcargo air shipment
from the United States
are officials and employees of American
Airlines. Fifth and fourth
from the right are Stanley G. King, vice president and general manager of American
Airlines de Mexico; and
James A. Wooten,
cargo traffic manager.

PLANE OF THE FUTURE?—Brigadier General F. O. Carroll, chief of the ATSC engineering division, inspects the first aerial craft to have structural parts made of glass fiber plastic. It is said that the ship's plastic fuselage "may be the basis for future designs of combat planes, as well as commercial planes, automobiles, boat and building construction." The scene is Wright Field.





NEW GLIDER REC-ORD—Five members of the ATC crew which took part in the recordsmashing towed - glider hop—a mere 1,320 miles—examine the route they flew as it appears on the wall map. Towed by a Curtiss C-46, the trip took seven hours and 45 minutes. Previous longest non-stop glider tow was 1,177 miles. Left to right are Major R. H. Heartwell, Flight Officer Ralph J. Coleman, Captain Paul J. Slayden, Private John P. Bolas, and Lieutenant George H. Heideman.



IN STRIDE WITH THE TIMES—One hundred and sixty-five new airports for New England and improvements on 92 existing airports are recommended in the national airport plan recently prepared and submitted to Congress by the Civil Aeronautics Authority. The above map shows existing airports and improvements recommended by the CAA, as well as new airports call for in the plan. Estimated total cost of the program is \$98,716,000. The CAA has recommended that Federal funds and local contributions be balanced on a 50-50 basis. Massachusetts takes the biggest end of the proposed outlay with \$29,931,000, with the following States running down the scale: Maine, \$19,565,000; Connecticut, \$16,350,000; New Hampshire, \$14,934,000; Vermont, \$12,876,000; and Rhode Island, \$5,069,000.

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of the air shipping future. Its operation enables shippers to plan and test their postwar markets, methods and possibilities for profit. This low-cost air service is now available, although government priorities naturally get right-of-way.

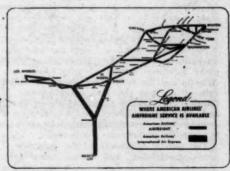
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THE BETTER PROMISE

IT was back in the Prohibition Twenties that this writer saw for the first time an echelon of planes winging over New York City. A single plane was enough of a sight; but a group of aircraft! . . . That was better than Barnum & Bailey come to town!

The roaring engines overcame the harsh clatter of a passing elevated train. Heads poked out of apartment windows. Men and women stopped dead in their tracks in the jam-packed streets to stare at the wonderful new sight. The less reserved cheered. The writer clearly recalls how an excited barber forsook his customer to stand on the sidewalk, waving his bared razor with extremely careless enthusiasm; how his lathered patron ran out to protest and stood rooted in speechless admiration—a veritable frosty mask of gaping awe; how a harried-looking mother, with three of her streak-faced brood clinging to her skirts, murmured to no one in particular:

"My! My! What next?" What next? Events moved swiftly, but the mind of the man-in-the-street lagged. Lindbergh crossed the Atlantic; others followed him; new endurance records were set; speed, size, safet increased but through all this, none but a few could read the colossal significance being written in huge letters in the sky. None but the most far-seeing recognized the two tremendous promises held by the whizzing instrument of the air: one, glorious in the fact that it possessed the power to establish international relationship, social and economic, on a more desirable basis of friendly cooperation and mutual interest; the other, horrible to its very core, walking hand-in-hand with death, destruction, and the in-

evitable disease following in their gory wake. No, we were blind and deaf to these contravening promises. We traversed our daily paths in false mental security. The wide Atlantic and the even wider Pacific on either side of us, and the easy neighborliness of Canada and Mexico, caused us to feel snug; and out of that snugness grew a certain smug contentedness—potentially dangerous, and, as it eventually turned out, nearly tragic.

The ghastly fulfillment of the prophecy of death, destruction, and disease came first: Warsaw, Rotterdam, London, Coventry, Stalin-



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AS AN INSTRUMENT OF WAR—"The ghasth fulfillment of the prophecy of death, destruction, and disease came first." This official Army Air Force picture shows most effectively a mission over Leghorn, Italy, with an ail refinery (center) as the principal objective.

grad, Berlin, Cologne, Pearl Harbor, Guadalcanal, Cassino. Each is a pain-wracked monment to the plane; each has known raining bombs, toppling buildings, and the anguished screams of the doomed.

And then what happened? The eyes of the earth-bound world moved slowly to the sky as the enemy's formidable advances were halted and then obliterated. New miracles were being performed—miracles in the form of stupendous cargo-by-air operations, flights with masses of men, gliders carrying tanks and jeeps and guns, hospital planes transporting the wounded and the sick hundreds of miles in a matter of a few hours.

Military men and politicians scurried about the globe. London. Moscow. Chungking. Cairo. Rio, The air trails crisscrossed in a new world pattern. Days and even weeks dwindled to hours. Distances were stripped of their vastness.

The GIs and gobs and leathernecks returned on their 30-day furloughs with nearly unpronounceable foreign names rolling off their tongues with miraculous ease. And that great big brotherhood of airmen—fiers in bombers, fighters, and reconnaissance, and

those in the ATC and NATS doing equally stupendous jobs had long since found the world as it really was: no more than twoand-a-half days from any given point to the remotest spot on earth!

So swiftly did this new awareness descend

upon the people that, finding themselves thoroughly ensconced in what already was popularly known as the Air Age, they re-discovered a world which too few cared to see under their very noses only a half-handful of years

The war is not over. Germany is tottering; and then there is Japan to which our full attention must be turned. But already the man-in-the-street, feeling his oats in what he senses is the Great Tomorrow, is asking eager questions and even offering some comment:

"How cheaply will I be able to fly to Paris when the war is over?"

"I get two weeks' vacation every August. Could I spend most of that time in Europe or South America and get back in time for my

job the following Monday morning?" "When do you think the passenger rates will go down to the level where the average man will be able to take advantage of the plane for a week-end in Canada or Mexico?"

"The helicopter looks like a good thing.
Will they be on the market soon?"

"I am a small manufacturer. . My products are shipped by surface carriers. .Te!l me the advantages of air cargo."

"Food is my business. I hear that air-shipped fruits and vegetables, picked ripe, can be on the retail stands a couple of thousand miles away in about a day or less. This looks good to me. My vitamin-conscious customers will pay a few extra pennies for that sort of merchandise."

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There is no doubt about it. Air transportation is the theme for the postwar era. But as we approach the day when civil aviation will resume top place, it must be with the understanding that our people-indeed, all the peoples-do not blunder in some manner as to force a hampering distortion of any air agreements designed to facilitate international travel and commerce.

This lies in the hands of the people. There



AS AN INSTRUMENT OF PEACE—"Wherever in the world there will be an airlane, there will be American Ambassadors of Democracyairplane crews transporting thousands of pas-sengers and countless tons of cargo." More than 15 tons of overseas-bound air cargo arrives at the marine terminal, La Guardia Field, When peace comes once more, civil air transportation will prove itself the better promise.

must be an intensive sort of education-not that of screws, bolts, nuts, and propellers, but of the new world geography, the vital meaning of a steadily shrinking globe, the impossibility of mental and physical isolation.

It is through the air that American democracy will find sudden propulsion in other quarters. Wherever in the world there will be an airlane, there will be American Ambassadors of Democracy-airplane crews transporting thousands of passengers and countless tons of cargo.

If there is a World War III, the United States will not escape being a battlefield. Human genius has given us the airplane. It has spread terror through the shortcomings of men. On the other hand, it also has demonstrated what it can do for the good life. It is the latter we desire most. The plane must not again be corrupted for military use, except for what is required for national defense. But let's not be stumblebums in the process of decent progress. America's high schools and universities should take a hand at once. After all, the Air Age is here. The popular concepts of a decade ago are as outdated as Columbus' Santa Maria.

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Various Airlines are Active in Seeking New Routes for Postwar Commercial Runs to Orient

DERMISSION to operate daily between the West Coast cities of Los Angeles, San Francisca and Seattle, and important cities of the Orient, is being sought by Transcontinental and Western Air. Flights to and from Calcutta every day are included in the proposal.

Frve Tells CAB of TWA's Plans for Daily Round Trips to the Far East

Jack Frye, TWA president, who appeared as witness in behalf of his company's application to the Civil Aeronautics Board, declared that the world-wide political, social, com-mercial, and military interests require more than one worldwide system of airways. He said that if TWA's proposal is approved, the company is pledged to develop, protect, and promote these interests.

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Mr. Frye said his company planned fares of five and one-half cents per mile for one-way trips. This is the approximate level of domestic passenger fares. Sleeper accommodations will be sold at the rate of approximately one cent per mile and 10 percent discount would be granted on round trips.

Cargo rates will be based on a rate of 50 cents per ton-mile for regular express, and 25 cents per ton-mile for deferred express or freight. The current rate for domestic air express is 70 cents per ton-mile.

DIRECT route between the Port of New York and East Asia will be established in the near future by Canadian flag airlines if not by American flag service, John W. Moore of the Port of New York Authority told the Civil Aeronautics Board at hearings held last month.

In the port's application for direct airline service to Alaska and East Asia, it was contended that such service is neces-**New York-East Asia Direct** sary to accommodate the concentration of air passenger Route Inevitable, Port potential in the New York-New Jersey area. **Authority Informs CAB**

Travel volume justifying daily air service, and "far beyond the wildest dreams of the prewar era," will be generated by the reduction of round-trip travel-time from five

or six weeks to three days, Mr. Moore stated.

Taking into account the billion dollars' worth of prewar trade between the United States and East Asia, and the reduction in round-trip transit time, we predict that the annual passenger travel between the United States and East Asia will be about 38,500 in each direction in the early postwar period, if adequate direct air service is provided. The Port of New York and the area surrounding it will contribute about a fourth of this traffic. This would amount to about 9,600 passengers a year, or 26 a day. In addition, there would be about three passengers a day from New York to Alaska.

It was explained that these figures did not include the "substantial interchange traffic of passengers from Europe, South America and the Caribbean who would prefer a through-route to East Asia by way of the Port of New York." Direct service to East Asia via American flag service from the Port of New York would close the gap which otherwise would exist in the

American flag routes from those areas to East Asia.

The Port Authority presented evidence indicating that more than 40 percent of the international mail and about 50 percent of the value of trade with East Asia originates in the Port Disrict. This trade includes such incoming cargoes as bristles, essential oils, silk, methol and

musk, all considered potential air traffic.

It was stated that within the New Jersev-New York Port District and the surrounding territory are concentrated the principal United States headquarters for the largest banks and trading companies of East Asia nationals. This area is also the center of financial, manage ment, commercial, educational, philanthropic and other United States organizations dealing with East Asia, Mr. Moore declared.

DRASTIC cuts in passenger fares, bringing them down even below first-class steamship rates, were proposed by Northwest Airlines in hearings before the Civil Aeronautics Board in Washington on its application for air routes to Alaska, Tokyo, Shanghai and Manila. The air-

line also said it plans to slash cargo rates to unprecedented levels, if it is granted the Alaska and Orient line.

NWA's Transpacific Plans Include Heavy Slashes In Cargo and Passenger Rates

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Hearings began last month on the application which would establish NWA in the international air transportation field, with service integrated with the company's short New York-Pacific Northwest system, recently authorized by the Board.

NWA executives told the CAB that the airline plans to carry passengers on the applied-for routes at a rate of five cents per mile.

With sharp reductions in mileage under that of steamship routes, NWA said it could provide air passage from Seattle to Anchorage for \$71.60, with first-class steamship rates averaging approximately \$85 and up; between Seattle and Manila for \$356.85, compared with approximately \$405 by steamship; between Seattle and Shanghai for \$299.05, \$50 under the average of approximately \$350 by steamship, and between Seattle and Toyko for \$244.55, compared with an average of more than \$300 by steamship.

The company said these reductions could be made because of sharp reductions in mileages. Traveling time would be cut by a matter of days. The CAB was informed that NWA's cargo rates would be cut to levels never before proposed by an air carrier. Cargo would be hauled to the Orient for 25 cents per ton mile, with commodity rates as low as 15 cents per ton mile on the return trip. Domestic air cargo rates now average around 70 cents.

It was explained by the applicant that it expects to carry large enough passenger and mail loads on the Asia routes to make these reductions in cargo rates feasible. Executives argued that low rates would attract cargo which otherwise would not be transported by air.

The airline has asked the Board for routes to Alaska both from Seattle and, by way of northwestern Canada, from Minneapolis-St. Paul. These would extend from Anchorage, Alaska, along the general line of the Aleutian Islands and thus to the Orient.



PLANE fares lower than the cost of first-class surface carrier rates have been filed with the Civil Aeronautics Board by Pan American World Airways for service to Alaska and the Orient. PAA exhibits showed Seattle as an important air terminal.

PAA Files for Flights To Alaska and Orient With Cheaper-than-Ship Rates Proposing to operate 108-passenger strato-Clippers over the Great Circle route, the airline proposed to fly from Seattle to Tokyo or Mukden via Alaska and the Aleutians in slightly more than 20 hours, as compared with 14 days in the fastest ship—at a cost of \$209.

Similar fast service and low fares would be offered to many other points, Pan Am said, and it would be possible

to visit the Orient within the limits of a two weeks' vacation. From Seattle to Batavia via Manila would require 37 hours, 22 minutes, and cost \$311. To Calcutta via Tokyo or Mukden would take less than 40 hours for \$311.50. From Seattle to Manila via Tokyo would require 28 hours and cost \$261.50. To Shanghai the fare would be \$240 and require 26 hours. A trip from Seattle to Singapore would require 34½ hours and cost \$299.

Alaska would be brought within a few hours' journey from Seattle. The flight to Juneau which now requires only seven hours in PAA's planes will be reduced to four hours with the new strato-Clippers. The trip to Juneau in 1939 required four days by the fastest surface means. The proposed flight time to Ketchikan will be two and one-half hours—half the present time. In 1939 it required three days with the fastest surface transportation. It will require only six hours to Whitehorse, six and one-half hours to Anchorage, and slightly over eight hours to Fairhanks.

The fare to Juneau would be \$52; to Anchorage direct or via Juneau, \$74.50; to Fairbanks via Anchorage or Whitehorse, \$87; to Ketchikan, direct, \$37.50; and to Whitehorse via Juneau, \$61.

I F the Civil Aeronautics Board approves Pennsylvania-Central Airlines as an international air carrier, flights to Hong Kong, Shanghai, Calcutta, Tokyo, and other Far Eastern points will be scheduled. The Tokyo run would take 36 hours at a cost of \$334 per passenger.

Low Rates also Planned By PCA as Airline Eyes Far East in Application

PCA proposes to fly from cities it now serves to Alaska by way of Edmonton; from Nome to Nagaevo, Russia; with two routes branching from that point. One would include Tokyo, Shanghai, Hong Kong and Calcutta, while the other would take in various Chinese cities before terminating at Calcutta.

Basing sir-fares on a flat five-cents-a-mile, PCA demonstrated by exhibits that its rates would be less than prewar first-class rail-and-steamship fares to these Oriental points, and in addition would reduce travel time to a matter of hours. Pasengers using berths on planes would pay an additional cent-a-mile fare.

By showing that the greatest concentration of population, wealth and business is in cities now served by PCA, the airline claims it is best suited to transport Orient-bound air-travelers from eastern and southern America, where it now maintains flight facilities. PCA pointed out that 80 percent of all foreign-passports are issued from the region it serves. Research experts of the airline estimate that 16,000 air-travelers will journey by air from the United States to the Orient during the first postwar year.

Farmers' Use of Transport Planes Urged by Government

THE use of C-47 and C-54A type planes for the transportation of farm produce to existing markets, and also as aids in developing additional markets, have been suggested by the Department of Agriculture.

According to an official report, "agriculture is interested in air transportation as a more efficient method of moving farm products to market and as a way of opening new markets for postwar surpluses of perishable agricultural commodities."

"Any new freight line beginning operations within the next few years," the report continues, "might utilize surplus war transport

ships of the type on the C-47 and the C-54A. By the end of 1945, it has been officially estimated, about 15,000 planes suitable for hauling cargo will be owned by the Government.

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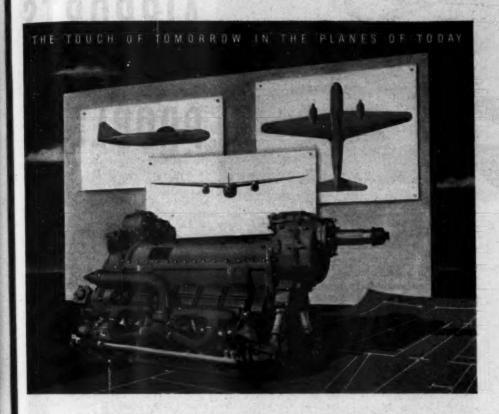
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"The freight airline can readily use ships that have been in active military service two or three years. These ships may be disposed of to airline operators at 'a low yearly value times expected years of economic life' as provided for in the report on surplus aircraft disposal. Ships so purchased probably could be operated over a period of five years or more at very low amortized capital cost, Quantities of surplus parts also may be available under certain conditions.

"A large number of demobilized Army and Navy personnel probably will be available."



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By MALCOLM MACGREGOR

O longer do we refer to 'the coming Air Age.' The Air Age is not coming; it is here. Before hostilities began, civilian aviation already had foreshadowed its effects upon civilization. But the war has brought forth a whole new set of concepts of aviation's potentialities. The great use of the military airplane has advanced flying faster than would have been possible under the slower pace of peace. And now, with peace again near, the private flyer's prospects are even brighter than they seemed before the war. Many things have been developed for war aviation that will make private flying safer, more efficient, less expensive, more enjoyable."

In this fashion is introduced Esso Aviation Products' book, Community Airports and Airparks.

There is little doubt that the airport rapidly is becoming as much a topic of community thought as the garage was of yestervear. The average man today does not have his vision straitjacketed. Even the shortsighted individual of pre-pearl Harbor days has been taught a breadth of perception. When someone said, "The sky's the limit!"—and this was first uttered long before the Wright Brothers went to town at Kitty Hawk—that person coined a slogan which, for all time, will never be surpassed in adequacy. For America's future—the future of the world, to be sure—is directly linked to the air.

Flying is part of us now. Our peacetime plans are, to a large extent, based on aeronautical performance. Cargo, mass passenger transportation, feeder lines, taxi services, business, pleasure—all these categories have been affected by the swift advance of aviation. Technology has worked wonders during the war, spurred on by the necessity of life and death. The results of these war-born progressions already have been inherited by the civilian who, at least mentally, has begun to sprout wings.

Airport development is the logical conclusion. Arm-in-arm with the development of the airport is the commercial future of the community—town, county, or city—it serves. Traffic is necessary to the business life of a community. Without it the community subsides into the doldrums of a pasture. Consider, too,

that the standard of living of the adjacest community, or communities surrounding the airport, is beneficially affected.

The Civil Aeronautics Administration is well aware of the part the airport must play in the postwar era. It has recommended that there should be, within the next five to 10 years, a total of 1,827 airports in the United States snitable for air transport operations. At the present time, the number of approved stops by scheduled airlines totals 286. Of these only 25 percent do not require improvement. Altogether, there are more than 3.000 recognized airports in the country. Here again the CAA has stepped in with the recommendation of double the existing number within the aforementioned period.

"If the proposed 6,000 airports were laid out evenly in checkerboard fashion," states Air Transportation and Airports (an effectively lucid statement prepared for communities interested in airport planning by the egineering firm of Fay, Spofford and Thomdike), "they would form squares 22 miles on a side."

Noting that the CAA has recommended a six-fold increase in the number of airports suitable for specific transport operationsmentioning, too, that "there are a number of military airports which will be available for commercial use after the war, but many of them are not well located for commercial use"—the engineers go on to say:

"It is sometimes asked, why do the airlines"—

"It is sometimes asked, why do the airlines not provide their own airports, just as railroads build the terminals. One answer is that

a railroad terminal is an exclusive affair, open only to the equipment of the line owning the terminal, or to other lines by lease. The airport on the other hand more closely resembles the water port or harbor and must be readily open to all, if the public is to be well served. As a matter of fact, if the air-lines had to build their own landing fields, aviation could not possibly have advanced as far as it has today. The added expense might cause fares to be so high as to be prohibitive. Again, it is readily seen that a system of airports built by private airlines would have other undesirable features, A large city might have several airports instead of one, with consequent inconvenience in making transfers between airlines. Also, such privately built fields would tend to be small, to keep the cost down. As explained later, this would have an adverse effect on airplane design and the economy of operation.

"It cannot be denied that construction of airports at public expense constitutes a subsidy to the air transport industry. It is equally true that the construction of highways by the public is a subsidy to the motor truck and bus business, and certainly the dredging of waterways and harbors is a subsidy to water-

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borne commerce. However, the public wants the highways and waterways and is willing to pay for them, and if it wants the airports, it is going to pay for them also. The citizens are becoming aware of the fact that they may be by-passed in developments of new routes unless they can extend suitable facilities to the airlines.

"In a great many cases, the interests of the smaller cities will be served best if they join together and construct one large airport instead of a number of smaller airports. One central airport would be more economical and would attract better airline service because of the greater area served at the one stop. Remember, however, that the airlines will not come in because there is an attractive airport; they are in the business of carrying persons and property and they will go where the business can be had.

"In the smaller communities, where the emphasis is on private flying, it is desirable that the airports should also be publicly owned. Of course there is no objection to private fields as well and private ownership should not be prohibited. However, every important community should have at least one public landing field in or convenient to the com-



PROVIDE FOR EXPANSION—In this ample sketch supplied by Esso is stressed the importance of expandable airports in the event feeder line or other scheduled operations should become desirable. If it becomes crowded eventually, then secondary landing facilities in other sections of the community are needed. These need not be expandable.

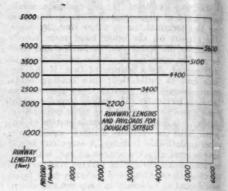
munity, readily available on reasonable terms to private fliers as well as air carriers. Municipal ownership, and proper cooperation with state and federal authorities, will lead to wellbuilt and properly maintained landing fields."

Fay, Spofford and Thorndike assert that there is no final answer as yet forthcoming to the question: How long should runways be? Two courses could be adopted: either build planes to operate on small fields, or build the fields to suit the aircraft of new

design.

". . . If runway lengths should be arbitrarily limited to a fixed length of, say, 3,000 feet, it would be perfectly possible to design even very large planes which could use them safely; however, these large planes could not carry as much pay load, in comparison with their total weight, as airplanes designed for use on 4,500-foot runways. The pressure by the designers and operators has therefore always been for longer runways. Somewhere there must be a balance point, beyond which the increasing of runway lengths and costs will not bring enough savings in operating costs of the planes, to make longer runways worth while."

Using the Douglas Skybus as an example,



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some interesting facts are gained in a comparison of various runways and pay loads. The Skybus, still in the blueprint stage, is intended for feeder line operations. Carrying up to 24 passengers, it can operate safely on a 2,000-foot runway. And does this conclude that small cities should accept 2,000-foot runways as the natural limit? The answer lies in the specially prepared graph on this page.

Factual Items on Airport Zoning

The Supreme Courts of 14 States have upheld the right of municipalities to acquire airport or airpark property under the power of eminent domain. This has been done on the grounds that it is for public use.

Thirty-one States and one territory have airport or airpark zoning legislation. This spurred the passage of local zoning ordinances in communities all over the United States.

Cities, towns, and villages in 15 States are authorized to promulgate zoning regulations to protect the approaches of publicly owned airports. These States are Arkansas, Florida, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, Nebraska, New Hampshire, New Mexico, North Carolina, Mississippi, Texas, and Wyoming.

Direct zoning around airports by State aeronautical agencies is authorized in Alabama, Connecticut, Michigan, Mississippi, Nebraska, Oregon, and Alaska.

Cities in Illinois, Minnesota, New Hampshire, New Mexico, and South Dakota are authorized to zone approaches of publicly owned airports. This is in accordance with plans adopted by State commissions or commissioners of aeronautics.

In Massachusetts a State statute zones the Boston Airport area.

A special State statute zones the approaches of Shaw Field, Sumter County, South Carolina.

Height limitations for structures adjacent to all public airports are fixed by the terms of State statutes in Michigan and Montana.

Counties in Florida, Indiana, Mississippi, Nebraska, and Wyoming have the authority to zone the approaches of public airports.

Decatur County is the only one of Georgia's 159 counties authorized to zone the approaches of airports located in that county.

Oklahoma has authorized creation of County Regional Airport Commissions with power to zone around airports.

In Tennessee, the only reference to airport zoning is a provision excluding lands adjacent to public airports from the agricultural lands exempted from applications of the county comprehensive zoning regulations authorized by statute.

Park districts in Illinois can promulgate airport zoning regulations.

It is pointed out that as the runway lengths approach the higher ranges, "the benefit derived from increasing the length becomes less and less." Note the 1,200-pound pay load dif-ference between the 2,000-foot and 2,500-foot runways, and compare it with the 700-pound difference between the 3,000-foot and 3,500foot runways. It is suggested that a length of 3,500 feet is a reasonable maximum to install for a plane of the Skybus type.

The lack of consistency in the various airports along a given route presents a difficulty when cities are free to make their own determination of runway lengths. A marked difference in lengths force the gearing of the airline's equipment and operations "to the weakest link in the chain, with consequent loss in efficiency along the whole route." Standardi-Standardization of facilities is a worthwhile project for the State and Federal agencies, which can bring their influence to bear.

"Start construction in a small way, if you wish," is the way the engineers put it; "indeed construction by stages is desirable, but be sure that room is provided for expansion. Remember that if you buy somewhat more land than you need, only a small percentage of your capital investment is wasted; but if you buy too little land and there is no possibility of expansion, the entire investment may be lost when you are compelled to go

to another site."



Oceans Hops for ATC Nearly 10-a-Day in 1944, TWA Says

Making nearly 10 ocean crossings a day, Trans-continental & Western Air smashed all its previous records in intercontinental operations for the Air Transport Command during 1944, a formal state-

ment has revealed.

ment has revealed.

TWA ferried some 60,000 ATC passengers across the Atlantic ocean last year, including an estimated 10,000 wounded servicemen, in piling up a record 40 million ton miles of operation, Vice-President Otis Bryan said. As one of the air carriers serving under contract with the ATC, TWA accumulated 76,405 hours of flight, principally in four-engine C-54 Skymasters. "Besides the passengers and baggage, TWA carried 11,500,000 pounds of mail, whole blood, plasma and other forms of the highest priority cargo between the United States and Great Britain, France, North Africa and such points as Newfoundland and Iceland."

TACA de Venezuela **Begins Scheduled** Air Operations

Scheduled air service on initial routes in Eastern and Western Venezuela has been inaugurated by TACA de Venezuela. Southern Venezuela will be included shortly, according to Lowell Yerex, president of TACA Airways.

TACA de Venezuela is 55 percent owned by Venezuelans and 45 percent by TACA Airways, the system's parent company in which the majority interest is United States owned. President is Pedro Vallenilla, prominent Vene-zuelan businessman. Dr. Alfredo Machado, former Minister of Finance, is a director in the company.

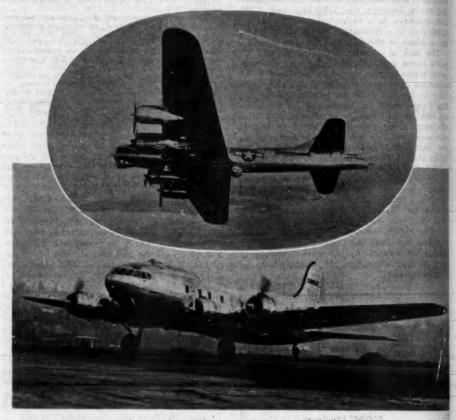
TACA recently announced that its asso-ciated company in Colombia was preparing to begin scheduled flights following the grant of an operating permit by the Colombian

government.

AGWI Official Holds Foreign Ships Aided By Our Sea-Air Stand

Adherence to the policy of denying steamship companies participation in postwar transocean passenger air service will endanger the nation's peace-time merchant marine program, according to Lewis J. Parmelee, executive vice-president of Atlantic Gulf & West Indies Steamship Lines. Mr. Parmelee contended that pursuance of this policy, while foreign steamship companies are permitted by their governments to operate both air and surface passenger service, will put foreign carriers in a favorable position to capture a large part of the nation's postwar transocean cargo business as well as passenger traffic.

Boeing Stratoliners With B-17 Wings Now With TWA; Seats Take Place of Former Staterooms



NEW JOB—The wings of the new B-17G bomber (shown above) are sported by the new Bosins STRATOLINER (below).

SPORTING the wings of the Boeing B-17G Flying Fortress, the last of the five Stratoliners recently released to Transcontinental and Western Air after two and one-half years of transport service with the Army Air Transport Command will soon be flashing across the home sky. Staterooms, ripped out by the Army when it requisitioned the planes, are being replaced with additional seats to bring the passenger capacity to 38—five more than previously.

The five Stratoliners for TWA in 1939, were taken over by the ATC early in 1942 and established an outstanding war record of 3,000 ocean crossings and 7,500,000 miles of flight without mishap.

The original wings of the big four-engine

plane, which weathered winds and storms from the Arctic to the Equator, have been replaced by the later model wings of the Boeing B-176 Flying Fortress. They also carry the 1,200-horsepower Wright engines and the improved landing gear of the B-17G. In addition, new Hamilton Standard propellers were installed. The new wings increased the load from 45,000 to 54,000 pounds and the more powerful

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engines give a cruising speed of 200 miles per hour at 10,000 feet. Range is more than 1,000 miles.

During the war service of the Stratolines.

During the war service of the Stratoliners they were referred to by crew members as the "Injuns," because in peace time TWA had named them the Apache, Comanche, Cherokes, Zuni, and Navajo.

Massachusetts Set to Spend \$23,500,000 in 10 Years On **Boston Airport Development**

10-YEAR plan for the development of a 1 Boston airport at a cost of more than \$23,500,000 is on the fire, according to Herman A. MacDonald, Commissioner of Public Works, and Arthur H. Tully, Jr., director of the Massachusetts Aeronautics Commission. The erection of a \$13,000,000 terminal building, gradual enlargement of the State-owned airport, and provisions for a seaplane base should the latter be found advisable are in-

cluded in the plan.

The initial recommendation calls for the construction of a 20-plane station at an approximate cost of \$5,000,000. Although the report states that a minimum of seven planes for a station is necessary for the current year, there are stations for only three craft. Mr. Tully recently predicted that the port could become self-liquidating as to cost within 30 years. Annual revenue from gasoline alone is estimated at a million dollars after the first decade. Individual operators will bear the costs of the hangars.

It has been estimated by the engineers who prepared the plan that 10 years after the European war—which probably means 1955 the Boston airport should be handling 3,000,-000 passengers. Of this estimated total, 200,-000 would be transatlantic passengers. Domestic air cargo is placed at 100,000 tons, according to the estimate, while transatlantic cargo

would be 3,500 tons.

Highest Load Factor In 10 Years is NAL Report

National Airlines reported that the month of January, 1945 produced the highest load factor in NAL's decade of operation.

The load factor out of New York for Jackson-ville was 99.54 percent. Load factor out of Jackson-ville to New York City for January was 95.10 percent. The load factor for National's entire system, according to announcement, was 89.20 percent. Prewar monthly load factor averaged 45 percent.

Air Rates on Sea Foods Are Reduced 40% by C&S

Chicago and Southern Air Lines have slashed air express rates on fresh sea foods shipped from New Orleans and the Gulf Coast area as much as .40.

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Formerly the rate for air shipment of sea foods from New Orleans to Chicago was 31½ cents a pound; the new rate is 19 cents a pound. The new rate to Memphis is eight cents and to St. Louis, 15 cents per pound. Pickup and delivery service is included, and there is a choice of four flights daily between New Orleans and the Windy City. The only restriction imposed in the published tariff is that the carrier reserves the right to forward such shipments on any of the aforementioned flights when emergency shipments prohibit the use of a specific flight. specific flight.



AIROBUTION

Looking ahead, and recognizing the need, The Manhattan Storage & Warehouse Co. inaugurated a special division for Air Cargo Packing and Distribution. All of its facilities, personnel and 63 years' experience in packing for shipment every type of merchandise, are at your disposal to provide your particular air cargo shipment with scientifically correct packing to insure lightness, strength and weather resistance.

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CALIFORNIA TO FLORIDA IN A HURRY—The Burbank-Miami run—a 2,500-mile flight via Tallahassee, Florida—was made in eight hours, 43 minutes in a Lockheed CONSTELLATION of this type operated by Pan American. The huge ship averaged 300 miles an hour, flying at about 19,000 feet all the way. Among the passengers were Franklin Gledhill, PAA vice president; and John Steele, PAA Africa-Orient division manager.

Maintain U. S. Lead in The Air, Col. Cone Tells Writers

M EMBERS of the Aviation Writers Association heard Colonel J. Carroll Cone, assistant vice president of Pan American World

Airways, declare that while there were numerous schools of thought on what the United States' postwar air policies should be. many of the theories advanced by these were not practical and would work to the disadvantage of the nation. Colonel Cone delivered his address at a luncheon held last



month at the Hotel Lexington, New York City. He knew of no group of people, organization, or airline company that was advocating either the chosen instrument or a monopoly for operation in the international field, the PAA executive stated. The colonel emphasized his belief that the future air policy of the United States should be formulated and

designed without reference to the protection of the interests or the investments of any one airline company or group, but that it should be devoted solely to maintaining the present United States leadership in international axistion.

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Colonel Cone stressed further that all good Americans who have a knowledge of world affairs and aviation matters should study this big problem of our postwar air policy. Then, with the benefits of this study and the forthcoming recommendations of Congress on the matter, they should make up their own minds on what is the best postwar air policy for the present and future of the country. Having decided, he added, they should bring their influence to bear so that the members of the Government will support these patriotic policies.

He voiced a fear that the individuals advocating some of the theories now being advanced might be inspired primarily, if not solely, by the effect that the adoption of these particular theories would have on their own future personal profits. Colonel Cone also indicated that he believed it was reasonable to expect that certain other major nations were now laying plans and planting ideas which are designed to take away from the United States its present world leadership in the international airways.

Mexico City's New Airport Will be Twice the Size Of La Guardia Airfield; Guadalajara's Even Bigger

WHEN construction on Mexico's new Aeropuerto Central is completed, it will have an area almost twice as great as New York's 14 Guardia Field. Its five runways will range from 5,740 feet to 8,200 feet in length, each

130 feet wide.

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Located near Mexico City, the construction job is frankly Mexico's most important aviation move at the present time. Aeropuerto Central is designed to meet the rapidly expanding needs of existing airlines in the United States' southern neighbor. It has been estimated by aviation officials in Mexico that in the immediate postwar years air traffic in their country will be three times the figure it

is today. The huge new airport will have a passenger terminal with a capacity of 80,000 persons, a 900-car parking area, freight depots for domestic and international service, complete repair shops, customs, immigration and health inspection offices, stores, restaurants, a post office, meteorological and radio stations, and many other essential facilities. Builders of the field estimate that each hour Aeropuerto Central will be able to handle 1,000 passengers, 24 tons of baggage, and 20 tons of air express. Twelve giant turntables will swing

planes around and send them on their way with a minimum of delay, and specially built ramps and platforms will keep pedestrian traffic moving with a minimum of delay and confusion.

Work on the runways and grading of the field is expected to be completed before the Spring is out, at which time will take place the installation of what is termed, "an ultramodern lighting system," a control tower, illuminated wind cones, and a powerful pro-jector for determining flying ceilings over the

But Mexico is not stopping there. Plans for an even larger airdrome 10 miles from the city of Guadalajara, on the main highway to Tequita. This new project will have almost 20 miles of runways when completed. Already approved by President Manuel Avila Camacho and Secretary of National Defense Lazaro Cardenas, it was recently announced by General Gustavo Salinas, chief of the Mexican Air Force and Military Aviation,

Although the date of ground-breaking has not been revealed, it is known that the Guadalajara project will take a minimum of

two years and probably more.



AIR EXPRESS INTERNATIONAL AGENCY, INC.

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REA Air Shipments Continue to Rise

First indications that the upward trend of air express business was continuing in 1945 were disclosed by the Air Express Division of Railway Express Agency, which reported a rise of 25.7 percent in the number of shipments handled at La Guardia-Field during January over the same month 1944. A total of 68,297 air express shipments were forwarded and received at the field as against 54,336 in January of the previous year.

Braniff Lowers Rates On U. S.-Mexico Air Express

Reduced rates effective March 10 on Braniff Air-

ways' new international air express service to and from Mexico have been announced by Guy M. Springer, air cargo traffic manager. Reduced valuation charges and insurance premium rates on shippers all-risk insurance will apply mium rates on shippers all-risk insurance will apply via this new air express service. For example, the valuation charges will be reduced from 20 cents to 17 cents per \$100 declared valuation between Dallas-Fort Worth, Texas, and Mexico City. Insurance premium rates per \$100 declared valuation on general cargo will be reduced from 10 cents to seven cents and on valuable cargo from eight cents to six cents. Other international gateways on this international express service are San Antonio and Laredo from which reduced rates will be also applicable.

MCA Displays a Bright Report for Last Year

Mid-Continent Airlines, Inc. announced last mouth that unaudited reports indicated operating revenues for the calendar year ended December 31, 1944 were \$1,981,048.20 as compared with operating revenues of \$1,160,827.84 for the calendar year of

revenues of \$1,160,827.84 for the calendar year of 1943, or an increase of 70 percent.

The company's reports indicate a net profit before taxes for the calendar year of 1944 of \$253,-614.00, as compared with the net profit before taxes of \$239,644.52 for the year of 1943. The net profit after taxes for the year of 1944 was \$138,548.00, as compared with \$170,644.52 for 1943.

Reserve wilks flamm increased from 1,494.540

Revenue miles flown increased from 1,494,549 miles in 1943 to 2,248,892 miles in 1944. Revenue passengers increased from 38,439 in 1943 to 74,152 passengers increased from 38,439 in 1943 to 74,152 last year—or approximately 90 percent. Passenger miles flown showed an increase of 10,536,977 miles. Mail and express pound miles increased 234,511,472, and the passenger load factor went up from 62,38 percent in 1943 to 77.63 percent in 1944.

United's Passenger Miles Increase 15% in January

United Air Lines flew an estimated 36,217,700 revenue passenger miles during January for a 15 percent gain over the same month last year. United's fleet, augmented by Army-released equipment, now totals 51 planes. These flew some 2,735,120 miles in January, up 11 percent over January, 1944.

CMA Shatters its Own Record To Hold Latin American Lead

Compania Mexicana de Aviacion, Mexican mosidiary of Pan American World Airways, is leading all Latin America in aviation achievements as a result of the breaking in 1944 of its own previous

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operations record.

A total of 3,585,713 miles was flown by CMA aircraft during the past year. The new mileage record, established despite wartime equipment abarages and other operating problems, compares total of 3,164,667 miles recorded in 1943. CM last year carried 100,696 passengers, the majorn of them high priority travelers on Government business. Mexico's passenger traffic record in the southern Americas was established in 1943 with 86,625 passengers.

Early in 1944, CMA established Mexico's two most modern and best-equipped airports, complete with night-flying installations, in Cuidad del Camen, on the Mexico-Merida route, and in Chetunal Quintana Roo, on the British Honduran border. Also, the first night flying route from Brownswile.

Also, the nrst night hying route from Brownsviae, Texas, to Mexico and Guatemala was inaugurated on November 20, 1944, by PAA.

CMA unites all of Mexico, linking 20 of the most important trade and cultural centers in every section of the Republic, and through its affiliation with PAA, links Mexico with the rest of the world.

NWA Air Express Rose Again Last January

Air express carried by Northwest Airlines planes during January weighed 227,157 pounds, an increase of 10,018 pounds over the December total of 217,139 pounds. It was 83,864 pounds over the January, 1944, total of 143,293 pounds. Express hauls amounted in January to 138,080,503 possed miles, an increase of 5,626,477 pound miles over the December total of 132,454,026 pound miles, and of 55,054,106 over the January, 1944, total of 83,026-397 pound miles.

Panagra Releases Figures Showing New Marks in 1944

With the same number of planes in operation last year as in the year previous, Pan American-Gract Airways nevertheless managed to set new records in every phase of operations over its 8,800 miles of airways serving eight South American countries between Balboa in the Panama Canal Zone and Buenos Aires in Argentina.

In 1944 the airline carried 84,206 passengers—15,000 more than the total for 1943. Plane miles the standard of the service of 1943, Plane miles of the service of 1943, Plane miles

-15,000 more than the total for 1943. Plane muce stood at \$5,143,422, an increase of 9.5 percent ever the figure for the previous year, and the total of 68,014,116 passenger miles flown exceeded the 1943 record by 11,514,116 miles. The mail load of 316,880 pounds was 13,300 pounds higher and arrapress mounted to an estimated 2,000,000 pounds not including cargo carried under special charter contract.

Michigan Aeronautics Board **Contracts for Airport Survey**

SOME 2,500 square miles in southeastern Michigan will be surveyed by the associated firms of Horner & Shifrin of St. Louis, Missouri, and Smith, Hinchman & Grylls, Inc. of Detroit, Michigan, for the purpose of producing a regional airport plan to guide the aeronautical development of that area. These firms were selected from approximately 50 applicants and now are under contract with the Michigan Board of Aeronautics, through which State planning funds have been made available for the purpose.

The need for additional airport facilities in the Detroit area has long been recognized and a number of independent groups of citizens have made constructive suggestions for the location of additional airports. However, it early became apparent that to judge the merits of these proposals it would be necessary to consider the entire region associated with Detroit; and accordingly, the Detroit Metropolitan Aviation Planning Authority, comprised of official representatives from the Counties of Macomb, Oakland, and Wayne, the City of Detroit, and the Michigan Board of Aeronautics was formed to carry out a sur-

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The region to be covered in the survey is that included in a circle of about 40 miles radius centering in downtown Detroit. area includes also the western portion of Ontario, directly across the river from Detroit. Authorities explained that it seemed advisable to take this portion of Canada into account to assure coordination of plans on both sides of the river and to take proper cognizance of the need for international air facilities.

It is expected that the regional airport plan will be available in about six months. It will indicate the number, size and location of airports, landing strips, and other aviation facilities required to meet the immediate and long time needs of the region.

Air Pact is Signed By United States, Canada

The United States and Canada have signed an agreement providing for an increase in the number of American-Canadian routes to be operated by the airlines of both countries.

Airlines of this country are authorized to fly the following routes:

Boston to Moncton; Boston to Montreal; New York or Boston to Quebec; New York to Montreal and Ottawa; Washington to Montreal and Ottawa; Buffalo to Toronto; Fargo, N. D., to Winnipeg; Great Falls, Mont., to Lethbridge; Seattle to Vancouver; Seattle to White Horse; Fairbanks, Alaska, to White

Canadian airlines will fly these routes: Halifax to Boston; Toronto to New York; Toronto to Cleveland; Toronto to Chicago; Port Arthur to Duluth; Victoria to Seattle; White Horse to Fairbanks.

UAL Crews Cover 42,500 Miles A Day Across Pacific for ATC

Vice President S. V. Hall of United Air Lines revealed last month that a new high of approximately 42,500 miles a day has been reached by his line in maintaining an aerial supply line across the Pacific for the Army Air Forces Air Transport Command. This is in addition to the 100,000 miles daily which United is flying on its commercial routes in the United States.

He also disclosed that United crews now are operating over a 6,525-mile route, from San Francisco to Honolulu and beyond to Guam. Daily round trips are flown between San Francisco and Honolulu; also between Honolulu and Guam. Guam, western terminus of the operation, is only 1.565 miles from Tokio and 1,600 miles from Manila. has 77 crews assigned to operate the Air Transport Command four-engined Douglas C-54 planes being used on the run.

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IT'S AN HOW WORLD

By L. A. GOLDSMITH, Economic Analyst, AIR TRANSPORTATION

THE call for all nations desiring a seat at the peace table to declare war before March lst. caused a hurried rush to get in under the deadline laid down by the Big Three at Yalta. One of the countries which complied with a prompt war declaration is Egypt, and her part in

present and future world affairs has special significance for the moment and great importance for tomorrow.

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Challenging Crossroads of Today's New Air World— Create Need For New Guldes For Today's Global Living

Egypt's special treaty obligations with Great Britain
—The Suez Canal passing through her domain and her
pivotal geographical location astride Africa as well as
Asia—have all tended to cast this country into a difficult
role throughout the present World War. Neither
officially in it (as of before her recent declaration of

war) but very much part and parcel of the war, Egypt and her capital city of Cairo have literally become once more, as it was in the days of the camel caravans, one of the major crossroads of the world.

As an aviation base and centre, Egypt is practically a "bridge" for continual war conferences and United Nations official missions. Allied troops passing through or stationed there, have been both helpful as well as detrimental to Egypt's national economy. Heavy inflation is on the debit side, causing great dislocation in her normal living, but the country's increasing importance as a supply centre for the United Nations is a balance on the credit side. As for the future, Egypt seems destined for a very important place in the sun. That country is already slated to become one of the key global air routes. Egypt is also a natural for the leadership of the proposed Pan-Arabic Federation, the general plan for which is making steady progress throughout the Moslem world.

Egypt's strategical geographical importance was still further emphasized when the President arranged to stop over at Great Bitter Lake to meet with the three monarchs of the Orient, King Farouk of Egypt, King Ibn Saud of Saudi Arabia, and Emperor Haile Selassie of Ethiopia.

President Roosevelt's Stopover In Egypt at Great Bitter Lake To Confer With the Three Kings Further Spotlights Its Importance

As reported in the press, the President, among other matters, discussed with King Farouk the future possibilities of tourist and travel trade from American visitors to Egypt. Such talk was not in the nature of a conversation piece. That is important business for both the United States and Egypt, and, of course, of the utmost value to the aviation industry and the promotion of air

travel and transport. Hopping over to Cairo in a day or a day-and-a-half is already a common occurrence for wartime travelers. In peacetime it will bring that ancient city with its modern conveniences, well within the average vacationists' usual two weeks' travel time for a summer holiday. The consequent American dollar exchange which will be created by such tourist travel will bring joy to the hearts and profit to the pocketbooks of the American Exporters, and the Egyptian importers.

And did everyone notice that the President himself, in his own words, when "reporting" to the two Houses of Congress, said "I learned more about the Moslem problem, the Jewish problem by talking with Ibn Saud for five minutes than I could have learned in exchange of two or three dozen letters?" The President also stressed the point of "the great mutual advantage of meeting and talking face to face and of exchanging views in personal conversation instead of formal correspondence." Maybe that should be a hint to both Big Business and Small Business men that by boarding a plane when normal peacetime travel returns, they too can talk to their opposite numbers in any part of the world, and get more information "in five minutes than from two or three dozen letters."

What with one thing and another, the Yalta Conference has once more pointed up, if that

is still necessary, the almost incredible speed of air travel and flight communications. Secretary Stettinius gave ample evidence to that effect, when he said in his opening speech at the Inter-American Conference in Mexico City: "A week ago I was in Moscow where I paid a brief visit after we had completed our work at the Crimea conference. Moscow is over 15,000 miles away by the route I came. In the short time since I have left Washington I have traveled 24,000 miles on the business of war and peace. I have flown over the North and South Atlantic oceans and over points on five of the world's six continents—Europe—Asia—Africa—and North and South America. I have come from a conference about war and peace conducted on the shores of the Black Sea to another conference about war and peace, meeting ten days later in Mexico City." No, if that one statement of Mr. Stettinius does not sum up the question that ITS AN AIR WORLD, what else would?

For the past month I have been trying to take the time to read for review that recently published book by the Dryden Press, entitled An Intelligent American's Guide to Peace, issued under the general editorship of Mr. Sumner Welles, former Under Secretary of State. When

Guide To Peace, Edited By Mr. Sumner Welles Is In Fact A Guide To Travel And We Hope—Air Travel

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Egypt declared war I wanted to have a "quickie" on that country's background, and to get some further idea of the real significance of Egypt from a political and military viewpoint, quite apart from the economic conditions, which I believed I had well in hand. The usual reference books and highbrow encyclopaedias were too wordy and far from up to date, so I turned to the Guide to the Peace and found just what I needed

to know. I was amazed, even astounded and delighted to get the facts in such a thoroughly authentic manner; yet without anything abstruse about it. Further the information and wealth of data was so arranged that it was possible to assimilate it with great ease in practically a few minutes.

Four-and-a-half pages of this book are given over to Egypt and three-quarters of one of

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the pages to a very excellent map of this country and the adjacent regions. Instead of using a larger map of Egypt just by itself, the layout was utilized much more effectively by highlighting the relationships of Egypt's proximity to the other Mediterranean countries as well as to her Asiatic neighbors, separated from Egypt only by the narrow waterway of the Sues Canal. I have looked over many maps and atlases before, but I have never had the juxtaposition of the various countries so clearly visualized from the actual perspective of a real close-up.

Four major factors are presented: The Land and the People, The Nation's Economy, History 1914-1944, and Stakes in the Peace. The historical background takes in only the period from the First World War to 1944—30 eventful years. In reality the historical perspective and information is much more than that, because in the introductory phase a great deal of the past is also outlined. This is really essential, otherwise it would be difficult to sense the present day psychology of the people which is of course the "product of their yesterdays." Naturally, because of the brevity with which each country is handled, and the limitations of space in a book of 370 pages dedicated to general information of 86 countries, much has to be left out. But what is put in, is very much to the point, and distinctly useful as well as interesting.

This book is much more than just a guide to the peace. While Stakes in the Peace is handled for each country, compiling the background contained in the few pages allotted to each one is a stupendous task. The spotlight has been focused more than ably on those facts and factors which are needed by the general public. Such a book would serve as an excellent companion piece for one's daily newspaper. As someone remarked after looking it over, "This book seems to contain the foundation for a liberal education."

For those of us in the aviation industry who expect that everyone who can will want to travel everywhere from anywhere by air, the Guide to the Peace should be invaluable. As a guide book in the usual sense, it is worth a good deal more than the somewhat stuffy descrip-

For Air Travel-A Mileage Ticket Around The World And A "Guide To The Peace"

tions treated in most books bearing on guide book title. As a book of knowledge, it goes far to supply a modern need. It is alive, vital and stimulating. It is a book for individuals and families, for homes and business houses. In other words, this book has what it takes to do, what it sets out to do.

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The imprint of Mr. Welles and his editorship stands out on every page. Mr. Stanley Burnshaw, the president of the Dryden Press described Mr. Welles' methods in a letter to Harry Hansen of The New York World-Telegram. This letter was quoted by Mr. Hansen. In part, this said: "Mr. Welles not only read every page, but read perhaps as much material that was never used. The process consisted in submitting to him manuscript drafts of each country, which he proceeded to study, modify, radically alter or reject with specific directions for re-writing. Fully a third had to be entirely re-written. The corrected drafts, re-written drafts, galley proofs and final alterations were submitted to him. It is his book indeed."

Writing in the introduction to the book, Mr. Welles himself says: "This book has been published in the belief that it will facilitate the endeavor of the average citizen to obtain at this critical moment some of the basic and factual information which he will require in order to understand the major problems which this country now faces. The information is presented in no partisan spirit, it is wholly objective.

Mr. Welles goes on to say: "It must be frankly admitted that the people of the United States in general have not in past generations thought well of the people of other countries. It is also true that in the melting pot which is America large groups of United States citizens have inherited prejudices against other peoples which their forbears brought from the lands of their origin. In all these cases while these age-old hatreds may have been justified in the countries where they arose, they have no reason for existence in this New World."

And then Mr. Welles continues with a reference to aviation: "The surest way to kill unfounded prejudice and suspicion between peoples is through knowledge on the part of each concerning the other... the development of civil aviation will bring every people of the world within 48 hours' distance of the people of the United States. The American people, whether they like it or not, will be next-door neighbors of every other member of the community of nations." In that relation, Mr. Welles sums up his opinion by stating that "for that reason alone (that is because of being such close neighbors via the air routes of the world), if for no other, it is the part of wisdom for us to learn what are the salient characteristics of other peoples and the chief problems with which they will be beset in the post-war years."



EDWARD CURTIS WELLS, 35-yeareld chief engineer of Boeing Aircraft and a key figure in the development of the Flying

Fortress and Superfortress, who was selected as the winner of the 1944 Fawcett Aviation Award.

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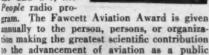
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Mr. Wells was presented the Fawcett Trophy and \$1,000 by Major General K. B. Wolfe, first commander of the Ommand in China, on the CBS We, the People radio pro-



Mr. Wells received the award this year for his work in advancing long-distance flight, as cabodied in the B-17, the B-29, and the Army's C-97, which is the air transport version of the B-29. About a year ago the Boeing engineer was named by the Seattle Junior Chamber of Commerce as "Seattle's Young Man of the Year." He is a winner of the Seattle Distinguished Service Key.

HUGH WHITNEY MORRISON, named public relations assistant for TACA, representing several airlines in Latin America.

A former assistant to Lowell Yerex, founder and president of TACA, Mr. Morrison has an excellent scholastic and public relations background. He is a former Rhodes Scholar. He worked for daily newspapers and served in executive posts in the radio broad-



casting field prior to entering aviation.



LT. COL. JAMES D. HENRY, in civilian life assistant to President C. Bedell Monro of Pennsylvania-Central Airlines, who has been awarded both the Air Medal and the Bronze Star Medal for outstanding performance in line of duty.

Colonel Henry's citations reveal that he served as a combat observer during the airborne invasion of Holland, and that despite the fact that his plane was under heavy flak attack, his devotion to duty contributed largely to the success of the hazardous operation. As assistant to Lieut. General Lewis H. Brereton, commanding general of the First Allied Airborne Army (left, shown congratulating the medal winner), Colonel Henry and his chief flew over the drop zones to observe the largest aerial invasion in history. The Bronze Star Medal was awarded for the planning that made possible the aerial invasion.

For two years, Colonel Henry has been in the European theatre of operations, serving first as aide de camp to the commanding general of the Eighth Air Force Service Command, and later as chief of staff of the Strategic Air Depot Area of that same group. Further promotions consisted of his appointment as assistant deputy commander of the Ninth Air Force Service Command, and then to assistant to General Brereton. In this command, American, British and Polish airborne forces are included.

On one trip to the Western Front, traveling with General Brereton in a jeep, an attacking force of 120 German dive bombers forced both General Brereton and the former PCA executive to ditch their jeep and dive into foxholes. Colonel Henry entered the Air Forces shortly after Pearl Harbor and rose from a first lieutenant to his present commission.

ALFRED MARCHEV, president of the Republic Aviation Corporation, just returned from a 25,000-mile, 30-day tour of advance air bases in the South

Pacific.

Mr. Marchev
was accompanied
on his long but
swift trip by
Major General
Oliver P. Echols,
Assistant Chief of
Staff of the Army
Air Forces; and
Colonel S. R.
Brontnell, General
Echols' aide. The
Republic executive came back a
full-fledged mem-



ber of a native Fiji tribe.

J. ALBERT WOODS, president of the Chilean Nitrate Sales Corporation, who has been elected a director of Eastern Air Lines.

Mr. Woods attended the University of the South at Sewanee, Tennessee, and left to join the United States Marine Corps in 1917, returning from overseas in 1919. He is a former vice president and director of Armour and Company, Chicago, which position he held from 1929 to



1934. He then joined the Chilean Nitrate Sales Corporation as first vice president and director, and became president in 1939. A member of the WPB Nitrogen Producers Advisory Committee, he is also a trustee of the University of the South and president of the Tennessee Society in New York.

MacDONALD
BRYAN, Director
Public Information, National Airlines, who
was re-elected president
of the Florida Publicity
Association, thus making him the holder of
this office for the third
successive year. The
FPA is a state-wide organization of advertising, publicity and public relations men.



JAMES A. LEFTWICH, now public lelations director of the Aviation Section, New York Board of Trade. In the past Mr.

In the past Mr. Leftwich was connected with The New York Sun, The New York American, The Miami Tab, The Newport News Times-Herald, and the National Radio Press Syndicate. A member of the American Olympic boxing team 21 years ago, he served as athletic director of



the 111th Field Artillery, Virginia, in 1926. He is a member of the New York Advertising Club, the National Press Club, the National Association of Public Relations Counsel, the Museum of Modern Art, the New York State Sheriffs Association, the Kentucky Colonels Association, and the John Ericsson

Society.



ALBERT J. EARLING, EUGENE OSTHEIMER and H. ROBERT BOLANDER, JR. (left to right), members of the executive staff of Chicago and Southern Air Lines, who have just received new appointments and promotions. Mr. Earling succeeds F. W. WILDMAN, who has been named budget supervisor; Mr. Ostheimer, manager of schedules, tariffs, and statistics, rises to the post of assistant to General Traffic Manager R. L. HEININGER; and Mr. Bolander, secretary and general counsel of the company, now fills the position of vice president.

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(Trade Mark)

TACA Airways, which operates in Central and South America, with charter services to Miami, has been allocated three Douglas DC-3s by the Foreign Economic Administration.

George Boochever, who authors the monthly feature, Legal Notes for AIR TRANSPORTATION, represented the Aviation Section of the New York Board of Trade at the all-day conference of the Joint Legislative Conference of the Air Transportation Industry at the Statler Hotel, Washington, D. C. The conference took place on Lincoln's Birthday.

The Tennessee Bureau of Aeronautics is making available certain funds to help finance a program of flight experience for students now enrolled in aviation in 50 high schools of the State. The flight experience will be on a cooperative basis with the student paying part of the cost. This program will be administered through the Division of Aeronautics Education in the State Department of Education.

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fanager r, secreny, now Transcontinental & Western Air inaugurated two new all-cargo flights between Chicago and the Pacific Coast last month to meet rising demands for fast delivery of wartime mail and express. These additional flights, which have just been approved by the Civil Aeronautics Board and the Post Office Department, will operate daily except Sunday.

Courses in aviation, which were first established in American high schools 11 years ago last month, now are being taught in more than 14,000 of America's 25,686 high schools, according to an analysis by Ernest R. Breech, president of Bendix Aviation Corporation.

Dr. J. Parker Van Zandt, who is no stranger to the pages of AIR TRANSPORTATION, has prepared an excellent report on the Chicago Civil Aviation Conference which was published in the February 15 issue of Foreign Policy Reports. The periodical is published by the Foreign Policy Association, Inc.

John Regan, editorial director of the Aviation Division of the Haire Publishing Company, has been appointed chairman of the New York Board of Trade Aviation Section's newly organized Airports Committee. Members of the committee include G. O. Noville, A. L. Paquette, J. L. DeCubas, A. F. Riegel, William Adams Delano, Charles C. Anthony, Harley W. Lake, Jerome Lederer, George F. Bauer, Charles E. Dougherty, B. R. Otto, W. D. Guthrie, W. F. Dunn, Gilbert McKeon, W. T. Middleton, Eric von Hausswolff, George Schiller, James Buckley, and Major Elmer Haslett.

American Airlines has resumed service into five cities where operations had been suspended due to wartime restrictions: New Haven and Bridgeport, in Connecticut; Springfield-Westfield, in Massachusetts; Akron, Ohio; and Lynchburg, Virginia.

An application to add the industrial cities of Indianapolis and St. Louis to its coast-to-coast and Pacific Coast system has been filed by United Air Lines with the Civil Aeronautics Board. Hot food from Seattle to Nome, prepared in 50below weather, is the new service recently inaugurated by PAA. Included in the elaborate menus are fried chicken, chops, fricassees, braised dishes, and two-inch thick steaks. The steaks are served only on the southbound-from-Fairbanks Clippers, for in Alaska such items are still obtainable. Salads, fruit or crab cocktails, hot coffee, vegetables, soup and desserts are all prepared just before plane departure time. On the long hops, breakfasts are served as well.

On or about March 15, the Washington-Buffalo air route is scheduled to be reopened by Pennsylvania-Central Airlines. This route had been suspended in 1942 because of a shortage of planes and the need of utilizing the few remaining aircraft in those areas designated by military authorities.

The newly-revised Continental Traffic Manual for employees contains the following instructions: "When a blind person is accompanied by a 'seeing eye' dog, the dog shall be allowed to ride free of charge in the cabin at his master's feet."

A prisoner of war, Lieutenant George H. Wilson of the Army Air Forces, has applied for a job as navigator with Pan American. He would prefer a post aboard a transatlantic Clipher. The officer has been imprisoned in Germany since October, 1943.

Reductions in valuation charges and in premiums of all risk insurance, except legal seizure and war risk, approximately eight percent and 17 percent respectively, were announced by Pan American World Airways and Pan American-Grace, effective March 1.

The Surplus Property Board has announced that 7,013 civilian-type planes, out of a total of 10,180 declared surplus, have been sold and paid for as of February 1, 1945.

"Neither the United States nor any of our American airlines have obtained any franchises to operate in North Africa," Senator James M. Tunnell of the Senate War Investigating Committee reported on February 15. "On the other hand, the British Overseas Airways Corporation is running regularly-scheduled commercial flights, accepting non-priority passengers when space permits. On a much smaller scale, the French and Belgians are operating in North Africa."

The ATC's famed Fireball Express, which links the Miami Army Air Field with India, has passed the 10 million-mile mark.

It has been hinted in authoritative circles that one of the results of the Big Three's historic Yalta conference is an accord with Russia on the subject of postwar civil aviation.

The agreement calling for an interim international aviation council to serve for at least three years, as well as the Two Freedoms and Five Freedoms agreements, have been accepted by the United States. The last agreement, providing for United States participation in a permanent world civil aviation organization, goes to the Senate for ratification as a treaty.

The United States Army has requested the Civil Aeronautics Administration to install air traffic control centers at Johnston Island, Kwajalein, Guam, and a fourth point not revealed.

According to the latest word from Washington, Germany will not have an airline for many years to come. The Reich won't be without air service, but all the operators would be non-German.



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